CYCLE NEWS®

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Freddie Spencer talks...

CPSC on ATVs: We don't know

Lechien wins Orlando Supercross

Schwantz smokes Superbikes at Willow Springs

1983
World Champion
Freddie Spencer

Continental's new high-performance tires; Eddie Lawson wins Imola 200; World Championship 125, 250 and 500cc motocross; National trials; and more!

America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY

Honda-mounted Gert-Jan Van Doon scored 1-1 for the overall win at the Austrian round of the 250cc World MX Championships, April 21. Suzuki's Michele Rinaldi was second overall with a 2-4 tally.

The Italian round of the 125cc World MX Championships went to Cagiva's Corrado Maddii, who won both motos. Second overall in the April 21 event was Maddii's teammate, Pekka Vehkonen, with a 3-2 finish.

The California Racing Club (CRC) will hold a "Kid-duro" near Red Mountain, California, Saturday May 18, the day before regularly-scheduled Tenderfoot Enduro May 19. The kids-only event has classed for two-, three- and four-wheelers; starting time is 1:30 p.m. Entry is $5; all finishers receive (small) trophies, starting ribbons and stickers. Kids under seven will go one five-mile loop; those over seven will go two loops. Call the CRC at 714/689-6114 for information.

The original Superbowl of Motocross returns to the Los Angles (California) Memorial Coliseum 8:00 p.m., Saturday, May 11. The Miller High Life-sponsored spectacle promises a new track layout, designed to be rougher than last year's track. Included in the festivities are the Suzuki Quad Racer Championships, an 80cc Expert and Pee Wee exhibition races.

Friday night, May 10, is Discount Night at Costa Mesa Speedway, at the Orange County (California) Fairgrounds. Everybody who shows their motorcycle drivers license will get a dollar off regular admission to the speedway or swapmeet. Swapmeet hours are from 6:00 to 10:00 p.m.; gates to the speedway track open at 6:30 p.m., racing begins at 8:00 p.m. While you're at the swapmeet, stop by the *Cycle News* table and sign a letter to help fight against the CPSC ATV ban. There will be pre-printed letters supporting rider education ready for your signature — *Cycle News* will do the mailing. Help us show the government that we're serious about keeping our rights to own and operate ATVs! For speedway information, call 714/492-9933; 714/495-2542 for the swapmeet.

San Bernardino's (California) Inland Motorcycle Speedway (IMS), will be closed until May 8, due to the Orange Show Fair.

Alex Czajkowski, Weldon Nomura and Chris Meissner were the winners of the Cycle News "Design a Subscription Ad" contest. Each received $100 and a credit line on ads they designed. The first of the winning ads ran in the May 1 issue.

Larry Huffman's Motorcycle World radio show, broadcast in southern California every Sunday from 10:00 to 11:00 p.m., is now on KOLA-FM 99.9. The show, beamed via satellite, is scheduled to expand into other areas soon. For information call 1-800/228-5249, toll-free.

Malcolm Hill came from behind to win the Lockhart 600cc Superstreet race during the Kerker 100 Pro-AM road race weekend at Willow Springs April 27-28. A full report on that race will appear next week. For a look at the Superbike, Formula Two and Endurance events, see page 8.

May 12 is the correct date for the California Motosport Club's annual Four-Stroke Championships, slated to run at Carlsbad Raceway in Carlsbad, California. The *Cycle News* Calendar section had accidentally listed the event for May 5.

Input is required immediately for the U.S. Forest Service's long-range management planning for the Cleveland National Forest, which extends from Riverside to San Diego counties. The official title of the study is The Draft Environmental Impact Statement and Proposed Forest Land and Resource Management Plan; included are several management alternatives, some of which may affect ORV use. All comments must be submitted by midnight, July 5. Write to: Forest Supervisor, Cleveland National Forest, 880 Front Street, Room 5-N-14, San Diego, CA 92188.

American Jeff Hicks (Hon) won the opening round of the Canadian Supercross Championship Series held April 20 in Vancouver, British Columbia's BC Place Stadium. Doug Hoover (Yam) and Canadian Supercross Champion Ross Pederson (Suz) followed Hicks to the finish.

Kevin Hines (Hus) won the April 28 fifth round of the AMA National Championship Hare Scrambles Series in Hurricane Mills, Tennessee. A broken radiator hose put last-lap leader Ed Lojak (Hus) in the DNF column and handed Hines the victory. Randy Hawkins (Hus) edged John Martin (C-A) for second overall on the final lap of the 100-mile race. Bob Shillinger (KTM) and Mike Keen (Hus) rounded out the top five.

Guy Bertin, Philippe Guichon and Bernard Milet rode a Suzuki GSXR750 to win the 24-Hours of LeMans World Championship Endurance road race, covering 2,058 miles at an average speed of 85.74 mph in the April 27-28 event. Only 22 of the 55 starting teams made it to the finish.

Holland's Davy Strijbos (Hon) won the April 28 Belgian round of the World Championship 125cc MX Series. Jon Van der Berk (Hon) was second and Corrado Maddii (Cag) third.

Back in Europe: Husqvarna's Danny LaPorte was a no-show at the April 27 Orlando, Florida, Supercross. LaPorte was in Sweden, where he will ride the May 5 Swedish round of the World Championship 500cc MX Series aboard a factory Husky. LaPorte will also compete in the May 12 500cc GP in Finland, and is expected to be back in the U.S. for the May 26 Mt. Morris, Pennsylvania, National MX.

The State of California Department of Parks and Recreation is offering a discount program for regular park facility users. The annual day-use vehicle pass is $40 per vehicle and allows unlimited entry to all state park units which charge vehicle fees. Passes are available by mail order only. For details write Department of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811.

Joe Winston of Motorcycle City USA in Mission Viejo, California has started the Nathan Peters Recovery Fund to help nine-year-old Nathan, who was critically injured in his first 60cc dirt track race at Corona Raceway in Corona, California on Saturday, April 27. Nathan is expected to remain in intensive care for a week and to be hospitalized for several months with serious leg injuries suffered when he was lapped and stuffed in turn three by an older 80cc rider, ran off the quarter-mile track, kept the throttle wide open in panic, crossed the infield and the half-mile track and hit a wall. His father is unemployed and without major medical insurance; Nathan had attended the race at the invitation of Winston and his son. Cards and letters should be directed to Nathan Peters, c/o Mission Community Hospital, 27802 Puerta Real, Mission Viejo, CA 92621; donations to the Nathan Peters Recovery Fund should be directed to Dana Miguel Bank, 34180 Pacific Coast Highway, Dana Point, CA 92629. More information is available from Winston at 714/495-3352.

Mickey Fay won the 31st Annual Northwest Regional TT held at the Owyhee Motorcycle Club's Peaceful Cove track in Boise, Idaho on Sunday, April 28. Randy Green and Scott Pearson followed Fay across the finish line, all three on Hondas. The Expert motocross portion of the TT weekend, Phil Larson won in the Open class, Joe Wright topped the 250s and Mike Larson won in the 125cc class. Full report next week.

Malcolm Smith has kicked off the Nathan Peters Recovery Fund (explained above) with a donation of $100 and has challenged his friends and dealers to match the donation.

AMA District 37's Enduro division now has a Super Senior class for riders over 50. Rules used in the Senior class are used. Riders can enter in the new class at the UEA's Not-So-Tuff-E-Nuff Enduro, May 5, at Red Mountain, California. For details, call D-37 Enduro steward Art More, 805/492-3595.

Chairman Doug Barnard of the Commerce Consumer and Monetary Affairs Sub-committee of the U.S. House of Representatives Committee on Government Operations has scheduled a hearing on how the U.S. Consumer Product Safety Commission is dealing with ATVs. The hearing, tentatively set for May 21, will be held in Washington, D.C. For more information call 202/225-4407.

The sixth annual SMX Spring Classic series begins May 5 at DeAnza Cycle Park in Sunnymead, California. Round two of the series will be at Perris Raceway, May 11; the final round returns to DeAnza May 19. Sponsors include Answer Products, Silkolene oils, and SunWest Cycles. Amateurs will receive $5000 worth of contingencies; Pros receive regular paycheck. Amateur entries are $15. Call 714/831-3482 for details.

A group of Ventura County (California) motorcycle dealers has formed Ventura County Citizens for Leisure Activities, to promote the creation of a county motorcycle park due to the closure of Indian Dunes. The county has been allocated $85,000 in state Green Stickie funds to study possible park locations. For details, call Mike Bishop, 805/965-9722.

The Los Angeles County Parks and Recreation Department has begun charging a $2 fee for vehicles using the San Gabriel OHV area located northeast of Los Angeles. Vehicles transported into the area (such as bikes on trailers) are charged $1 each. Spark arrestors are required on all motorcycles and ATVs. Call 818/969-1012 for information.

Little known fact: You can talk to the Consumer Product Safety Commission, free! The CPSC's toll-free number is 800/638-2772, and the CPSC's offices are open from 8:30 a.m. to 5:00 p.m. eastern time, Monday through Friday.

Now read this: The 15th annual Virginia City Grand Prix, scheduled for May 11-12, will feature a steep downhill section as part of its 21-mile long course. The downhill is located on a treacherously soft surface consisting of mineshaft tailings — just the thing to keep you from getting bored. Over $15,000 in contingencies and prizes will be awarded to sportsmen and Pro riders. Entries are still available for this classic event. For information, call 702/358-2407.

MOTORCYCLE INDUSTRY CHANGES

Adding New warehouse facilities to help meet increased demand for their leathers and rain suits, Nelson-Rigg USA, Inc., U.S. importers of Fieldsheer leathers and Atlantic rainsuits; address remains 5082 Bolsa Ave., #109, Huntington Beach, CA 92649, 714/891-8111.

Purchased By Fred Fox's Parts Unlimited company, under his LeMans Corporation banner, a plating plant in Corona, California, to be named LeMans Plating, Inc.

Featured In the June issue of Sport Fitness magazine, "Mud and Guts," a six-page story about motocross, by Jeff Spencer, author of "Total Training for Motocross" and guest host on Larry Huffman's Motorcycle World radio show; Spencer says that he did not chose the article's title.

Appointed by Johar of California, a Gardena-based manufacturer of motorcycle and bicycle products, Slope and Associates as the company's national and international sales representatives.

Signed By ATK Leitner, Warren Reid, to compete on an ATK 560 four-stroke in selected world championship and U.S. national MX events.

To Be Published "Gary Bailey Teaches Rider Technique," a rider training manual by Gary Bailey; a summer release is expected.

Cancelled The June 8 Chicago round of the AMA Supercross Series; the event will not be rescheduled.

Hired By Lazer Helmets, Inc., as Assistant Sales Manager, Chris Crowell, 35, formerly in the sales department for Kerker Engineering.

Awarded To Harley-Davidsons's York Division, a $19.5 million contract for production of 110,000 practice bomb casings for use by the U.S. Navy and Air Force; agreement is in addition to a $38 million practice bomb contract that Harley is currently fulfilling.

Correction The phone number for Harrah's Auto Collection (*Cycle News*, April 10), 702/786-3232; Harrah's will be auctioning off several rare and vintage motorcycles September 27-28.

CPSC ATV Task Force Chairman Nick Marchica:

CPSC doesn't have the facts on ATVs

By John Ulrich

BUENA PARK, CA, APR. 26

The Chairman of the U.S. Consumer Product Safety Commission's All-Terrain Vehicle Task Force contradicted Commissioner Stuart Statler in telling ATV manufacturers that the agency does not have accurate data on risks of injury associated with ATV use. Speaking at a voluntary standards development meeting with members of the Specialty Vehicle Institute of America (SVIA), Nick Marchica of the CPSC said, "If I had all the answers, why are we doing the investigation? I can't give you a hard-line risk. Where we fall down is when we go to exposure. If the five-year-old is riding it 10 hours a day and the 30-year-old is using it one hour a day, it makes a difference. I can't give you the hard numbers on risk. We really don't have all the facts. That's why we recommended the Hazard Analysis to the Commission."

Marchica's statements contradicted repeated pronouncements by Commissioner Stuart Statler, who has campaigned for an immediate ban and recall of ATVs and has described them as being the most dangerous devices on earth. Statler has told the press that the CPSC already has enough evidence to damn ATVs.

"There's a lot of information gathering we have to do," Marchica said. As he explained it, the CPSC will conduct a three-month investigation of statistically-valid injury incidents reported from 66 hospitals and five burn centers throughout the country. Those medical centers, contracted by the CPSC, report ATV-related injuries; those reports form the basis for the CPSC's national injury estimates.

The three-month period is expected to produce about 300 total injury incident reports. Of those, 100 will be selected for on-site investigation by CPSC staffers.

"We will make those 100 on-site investigations to determine casualty," Marchica said. "We'll take a picture, try to see what's going on, the circumstances, why they're tipping over, why they're rolling over. It may well be that there are certain things in that first 300 going on that will help an education effort.

"This is the correct way to do it, rather than take happenstance investigations," Marchica said, referring to the data on ATV injuries already collected by the agency on a not-statistically-valid basis. That material has been the basis for Statler's repeated attacks on ATVs and ATV manufacturers, and when investigated by *Cycle News*, was found to include accidents that did not involve ATVs and other incidents that clearly were not the vehicle's fault.

Beyond the incident investigations, Marchica said that the CPSC will ". . . look at the vehicles on the market. We're going to ride the vehicles, see what's going on with existing vehicles on the market and see if perhaps anything can be done to make the vehicles safer. We're really trying to hone in on what's happening."

Marchica said that the 300 or so incident reports gathered over the three-month time frame of the investigation would "define the pie we're dealing with. When we define the pie, there may be a segment that's just ridiculous. That includes the guy who trips over it in his garage."

As an illustration, Marchica and CPSC engineer Roy Deppa gave the example of an incident where a man who cut his hand while sharpening a lawn mower blade was included in reports about power lawn mower injuries.

Deppa said "We may have a case where they were run over by a tractor trailer, and we won't want to go out and see where he was run over. It goes into the statistically-valid numbers but isn't investigated further. I expect to find a lot of these that aren't worth investigating. We find a lot that are really trivial. Yet it is an incident."

Despite evidence that he's basing his conclusions that ATVs are inherently dangerous on inconclusive and incomplete information, Statler continues to agitate for a ban and recall of ATVs and frequently shows up in the general media being quoted as saying so.

RISK

By John Ulrich

PHOTO BY DAVID DEWHURST

$35,000,000 worth of government trouble

I figure it's the duty of an American citizen to be informed about what the U.S. government is up to, especially when an agency of the government decides that something I like to do is too dangerous for my own good. The agency involved in this case is the U.S. Consumer Product Safety Commission, and they've decided that riding ATVs is way too dangerous — and, according to a CPSC staffer, they're also interested in motorcycles not licensed and registered for street use, which means dirt bikes and for-sale racebikes.

The CPSC figures it's going to spend $500,000 of taxpayers' money on "solving" problems with ATV-related injuries this year, and when they're done with that, there's no telling how much they'll spend "fixing" motorcycles or maybe banning them altogether.

So what I've done, as a good American citizen and a dedicated believer in democracy — or government by the people — is to request all sorts of documents and information from the CPCS, which, according to the Freedom of Information Act, has to send me whatever I want that doesn't compromise National Security.

One of the most interesting documents I've received that way is the 117-page U.S. Consumer Product Safety Commission 1985 Budget Request, nicely organized and bound at what I'm sure is substantial expense. You can get your own copy, free, by demanding one in writing, citing the Freedom of Information Act. Who knows; maybe if enough people demand their copy, the CPSC will spend all its money and staff time fulfilling Freedom of Information Act requests, which sounds okay to me. The address to write to is Office of the Secretary, Consumer Product Safety Commission, 1111 18th St., Washington, DC 20207.

The budget request is very enlightening. The CPSC plans to spend $35,000,000 in Fiscal Year 1985, in a variety of ways. The agency estimates that 33,000,000 people are injured and 28,000 killed every year in accidents related to consumer products. An estimated 600 people die every year from electrocution related to products; 5000 die every year in residential fires; 290 suffocate using gas heaters; 150 die using portable electric heaters; 100 die every year using riding lawn mowers. In 1981, 87,000 children were hurt by nursery equipment such as cribs, strollers, baby gates; 1084 kids died between 1973-1981 in nursery equipment accidents. In 1983, the CPSC estimates that 16,180 babies required emergency-room treatment due to baby-walker crashes; the CPSC estimates that there were 556,655 bicycle injuries treated in hospital emergency rooms in 1984, slighty fewer than 1983's 571,165. And 105 people died in bicycle crashes in 1983, all under age 14. The most recent year the CPSC has data for prior to 1983 is 1975, when 520,245 people were hurt on bicycles and 363 killed, 105 of those kids under age 14.

And the CPSC has a "Hazard Program" for every problem, from the $637,000 Children's/Recreational Products Program to the $3,097,000 Chemical Program. Other programs include Emerging Hazards (that's us, folks) at $1,873,000; Fire/Thermal Burns at $2,046,000; Electrical at $1,001,000; Power Equipment at $1,192,000 and Household Structural Products at $497,000.

Under "On-Going Activities," the CPSC plans on spending $15,799,000 in Fiscal Year 1985, including $3,356,000 on Hazard Identification and Analysis; $837,000 on Engineering and Sciences; $2,111,000 on Information and Education; $2,637,000 on Compliance and Enforcement; and $6,858,000 on Field Activities, which I guess is field trips for Stuart "Ban 'em" Statler, the Commissioner who is already advocating a recall and ban of ATVs.

Some of the products that the 1985 Budget Request indicates the CPSC is looking into include crib hardware, brush cutters, coal and wood-burning heating equipment, hair-curling appliances, ceiling fans, home exercise and weight-lifting equipment, hair dryers (". . . 30 deaths per year . . . mainly involving children" says the budget material), components of home wiring systems (". . . approximately 500 deaths . . . each year."), sump pumps ("Eleven electrocutions each year . . ."), ranges and ovens (" . . . 70,000 fires, 4500 injuries and 160 deaths each year."), portable kitchen appliances (". . . toaster ovens, broilers, popcorn poppers, crock pots and hot plates are associated with more than 7000 attended fires, 400 injuries and 60 fatalities annually."), and portable electric heaters (". . . 150 deaths, 700 injuries . . ." in 1981).

Digging through all this, two things immediately come to mind. First, modern-day life, with or without fun, is damn dangerous. I mean, we're talking about 160 people dying every year in accidents related to ranges and ovens, more than three times the number related to ATVs, and ranges and ovens aren't even fun to ride. And about 1,500,000 children disappear from their homes every year, according to the government.

The second thing is that the CPSC, and especially Stuart "Ban 'em" Statler, doesn't realize what they're dealing with here. Statler, in statements made at the CPSC's first hearing on ATV safety, held in October of last year, lectured representatives of the Specialty Vehicle Institute of America (SVIA) and the individual manufacturers (Honda, Kawasaki, Suzuki and Yamaha) on what a good example the chain-saw industry set in working with the CPSC to change the design of chain saws to include anti-kick-back features. As Statler saw it, the people who use chain saws are the same type of active, outdoors-oriented people as use ATVs. According to Statler, by not immediately working to change the basic design of the ATV to solve what he sees as inherent faults, the industry is risking government intervention, a ban, a recall.

The catch is that people who ride ATVs and motorcycles don't feel the same about their machines as they (or others) feel about chain saws, sump pumps and crock pots. It's one thing to change the design of a chain saw to reduce the chances of the saw kicking back and injuring its operator. It's another thing to enclose ATVs in padded roll cages and limit top speed to 10 mph in the name of safety. No chain saw user is likely to object to a safer saw. Ditto for the users of hair dryers and curling irons. But Statler's remarks as seen in CPSC documents indicate a basic ignorance about sport vehicles in general and ATVs in particular, and for the first time in its existence the CPSC is likely to encounter a ground swell of consumer — that's ATV riders and owners — reaction to and rejection of its efforts to either turn the ATV (and perhaps the motorcycle after that) into something it isn't or else eliminate it (and the motorcycle) altogether.

Statler and Co. don't have a clue as to why people ride ATVs and motorcycles, or why ATVs and motorcycles even exist. And I'll bet they've never received a bag of letters from hair-curler users protesting CPSC regulations and design standards for hair-curlers.

But I'll also bet that the CPSC's ill-advised, ill-informed attack on ATVs and their interest in off-road motorcycles brings them a flood of mail inviting the federal government to let enthusiasts ride the vehicles of their choice.

The CPSC may not know what to do when the letters come in.

If they're smart, they'll go back to dealing with ranges and ovens, and leave the riding to us.

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ON THE FRONT PAGE: Former World Champion Freddie Spencer on his NSR500 Honda. Spencer talks on page 14. Photo by Gavin Stapleton.

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voices

ORV crusade

A big hooray for Larry V. Cechin of Huntington Beach, California in his letter to Supervisor Antonovich. He expressed our feelings to a "T." I only wish more people would get involved and express how they feel.

Come on, people, write those letters to anyone who is involved in this crusade against off-road riding. We can win this fight if every one of you helps.

JIM STOOPS
Chino, CA

Letter to Supervisor Antonovich

My wife and I have lived in Los Angeles for about 30 years now. I believe that we have been and are still responsible members of the community. We have been actively involved in our local PTA and Little League, having held Board positions in each. My employment is as a Sales-Marketing Manager for a major Los Angeles petfood manufacturer. We own our own home.

We also, with our two sub-teen sons ride off-road motorcycles, recreationally and in organized events.

I resent being characterized as ". . . renegade motorcycle gangs..." prone to ". . . wanton disregard of personal and property rights . . . inflicted upon their community." as you are quoted as having referred to me in your March 6 letter to the California State Department of Parks and Recreation.

This is not an accurate view of today's off-road vehicle enthusiast. It is to also ignore the hundreds (if not thousands) of volunteer hours donated to establishing and maintaining off-road riding areas, such as those in the area of Sequoia National Forest.

Though I am not one of your constituents, I believe that an apology and explanation of your quoted comments *(Cycle News,* April 10) is appropriate.

I look forward to your reply.

LYNN D. HOWELL
Walnut, CA

Antonovich answers Howell

Thank you for your letter concerning off-road vehicle recreation. I regret that a mis-understanding exists concerning a reply I made to Mr. Livermore concerning this issue.

My letter to Mr. Livermore was never meant to characterize as lawless or destructive those people who engage in off-road vehicle recreation, but rather to explain the community's perception of them in some cases.

I concur with the need for recreational areas for activities and Los Angeles County has worked diligently to improve and expand the Rohwer Flats area in Mint Canyon. We are also in the process of requesting grant monies for an off-road recreation park in the Antelope Valley and also negotiating to re-open the Indian Dunes facility in Valencia.

What appears to be needed is improved communications between off-road vehicle riders and local communities so that there will be a better understanding of the needs of the former and the fears of the latter.

The fact that you have taken the time to write and make me aware of your concerns is a big step forward and I hope I have answered your questions satisfactorily. Many thanks again.

MICHAEL D. ANTONOVICH
Supervisor, Fifth District
County of Los Angeles
Los Angeles, CA

Text of Antonovich's disputed letter

Thank you for your letter expressing your opinions on off-road vehicle parks. Although I concur with the need for these types of recreational areas I can also empathize with the concerns of hundreds of residents who appear to share some of the "Hell's Angels mentality" you suggest in your letter.

Real or imagined, Acton residents have been plagued by past renegade motorcycle gangs and suffered greatly from the wanton disregard of personal and property rights, those groups have inflicted upon their community.

I am sure all of the concerns of both sides will be fully addressed in the Environmental document.

Thank you again for your comments.

MICHAEL D. ANTONOVICH
Supervisor, Fifth District
County of Los Angeles
Los Angeles, CA

Supervisor Antonovich sent this letter, dated March 6, to Jim Livermore of the California Department of Parks and Recreation Off-Highway Motor Vehicle Recreation Commission. The letter set off a controversy first reported in Cycle News, *April 10 . . . Editor.*

Danny LaPorte

Danny LaPorte was super as an American National Champion on Suzuki. Danny was *great* as an American World Champion on Yamaha. Danny's return to the States to capture another national title is to be admired and we have all wished him the best.

But in the six years since his last national title things have changed. American pro riders are younger, tougher and faster. Danny has gotten "Europeanized." The challenge of the other American works riders and bikes are just too much for Danny and Husky to win here, be it a single race or a championship.

There's no question that Danny can win one or more world championship titles still. That seems a far better future than struggling on the bottom of the heap over here against the awesome Japanese factories which are simply unbeatable.

Return to Europe, Danny. Give your fans, your American fans, another Yankee World Champion.

GEORGE LESLIE
Flintridge, CA

Dennis Zickrick

In regards to your article, "The Cost of Superbike Racing," *(Cycle News,* March 9) it appears that Dennis Zickrick was hired solely to maintain my Superbike. The truth is that Dennis and I formed a team after he left Team Honda to help promote his shop: Motorcycle Performance Center. Dennis acts as team manager, tuner, builder, liaison and as well as handling whatever else may come up. Dennis has spent many cold Colorado nights preparing my Honda so we could go racing and I would like to see credit where it is due. Without his help, I doubt if I could have accomplished what I did.

Also missing in the list of 1985 sponsors was Tsubaki Chain who is supplying me with their product for my Superbike. And last, I would like to thank the Professional Motorcycle Riders' Association and the AMA for their cooperation in having the chain link fence removed from turn one of Daytona.

RICKY ORLANDO
AMA Superbike #6
Boulder, CO

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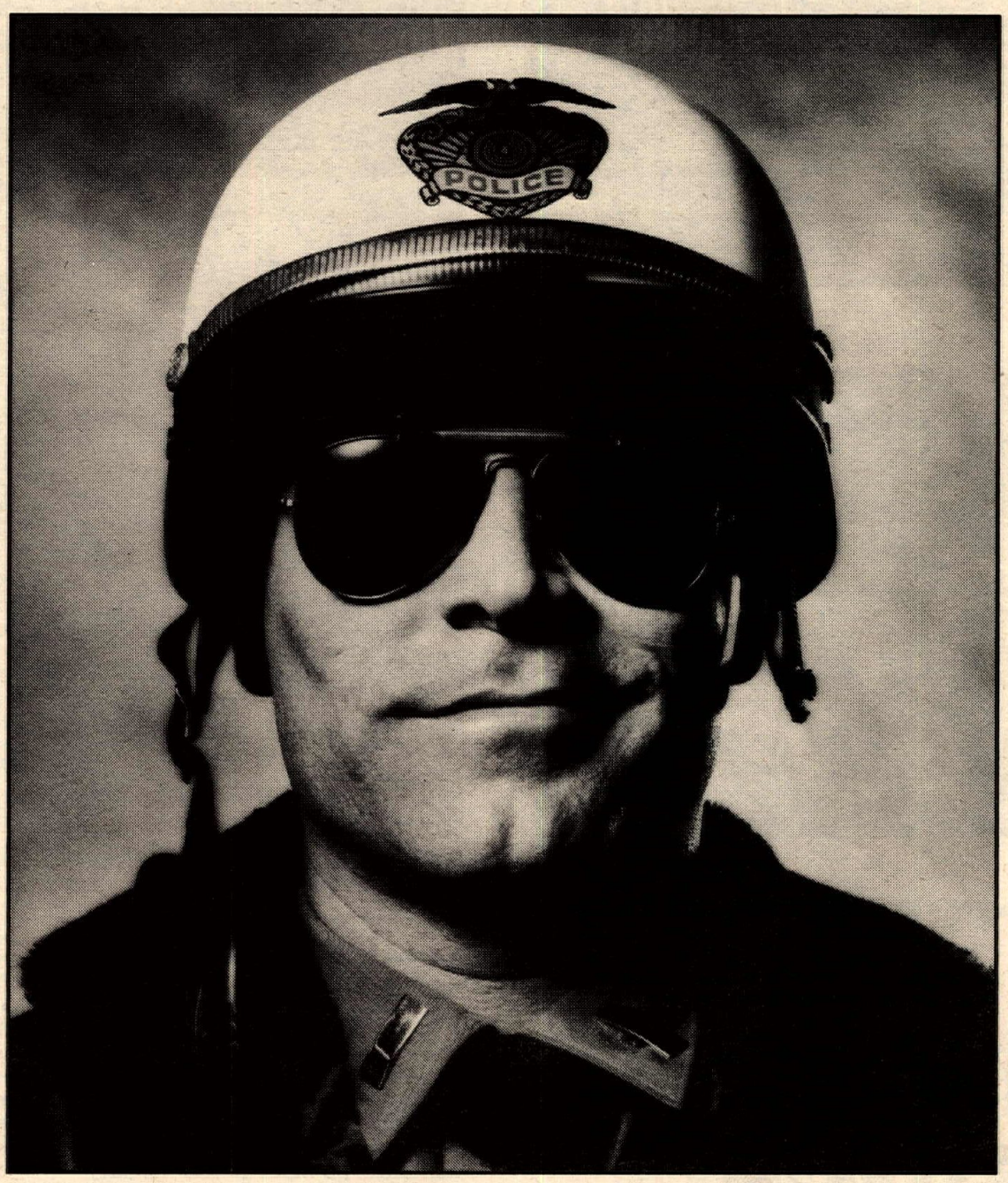
"IF I CAN STEAL A SUZUKI MOTORCYCLE, SO CAN YOU."



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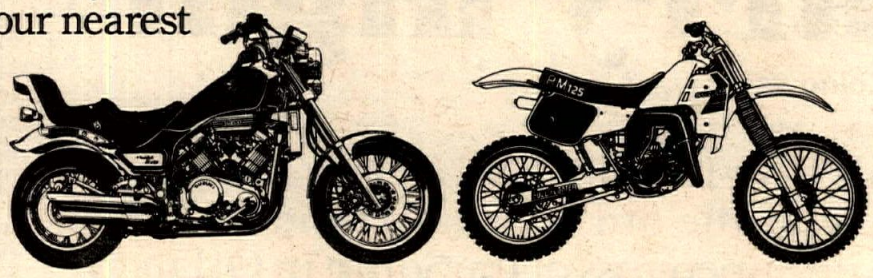

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WORKS LIKE A SINGLE MOVING PART.

(Above) Ron Lechien sailed to his third supercross victory of the year in Orlando, Florida. (Below) Jeff Ward (2) leads in points by only one.

Larry Brooks put an end to Eddie Warren's three-race win streak in the 125cc Pro-Am class. For Brooks, it's his first win of the series.

AMA Supercross Series: Round 8

Orlando Lechien's starry night

By Tom Kolnowski

ORLANDO, FL, APR. 27

Honda's Ron Lechien was clearly the star of the show at the 3rd Annual Honda/Miller High Life Supercross of the South in Orlando Stadium, where he turned in a stellar 1-1 performance to earn his third win of the series. Lechien, who scored his first career Supercross win in Orlando in 1983, led every inch of the way in the first main event moto, then sailed past a fallen Broc Glover en route to the second moto win.

Yamaha's Keith Bowen proved his career-best second overall finish at the April 20 Houston Supercross was no fluke, turning the trick again via a pair of second place finishes. Bowen's teammate, Rick Johnson, scored 4-3 to round out the victory podium trio. The reigning Supercross champ, Honda's Johnny O'Mara, finished fourth ahead of teammate Bob Hannah — an impressive performance for Hannah in his first ride back after a broken left wrist.

Yamaha's Glover and Kawasaki's Jeff Ward — along with many other heavyweights — took their share of spills and finished sixth and seventh, respectively. Ward, the series point leader going in, heads to the Dallas round with the narrowest possible cushion over Glover — one point — 174 to 173. Lechien, while still third in the standings, pulled within a handful of points of the leaders, carrying 169 points. And only two points separate fourth from fifth; O'Mara has 160 points to Johnson's 158.

Kawasaki Team Green's Eddie Warren saw his winning streak in the 125cc Pro-Am class stopped at three at the hands of Honda Support rider Larry Brooks. Brooks scooped up the lead in the final after a slower rider crashed in front of leader Warren, then marched onto the win. Warren nailed second.

A star-kissed night and temperatures in the low 80s were just the ticket bring a healthy turnout of specators into Orlando Stadium (formerly known as the Tangerine Bowl). An estimated 32,000 were on hand.

Heats

Lap times on the John Savitski-designed and built track — which was laid out in the shape of a "nested" U — were just under a full minute. Johnson, David Bailey and Lechien turned the quickest laps in practice at 58.5, 58.9 and 59.2 seconds, respectively. Most called the track a very technical one; one miscue and the rider was often over the hay bales.

In the first of four eight-lap heats, Hannah was off and running — showing no signs of slowing down while dealing with a still-healing wrist. Husqvarna's Micky Dymond kept the pressure on Hannah in the first four laps, then Kawasaki's Goat Breker wedged himself in between Hannah and Dymond. In the closing laps, Team Tamm's Alan King snuck past Dymond, and at the finish the order was Hannah, Breker, King and Dymond, while Floridian Kevin Foley claimed fourth but would have to ride the semis for a chance at the finals.

Honda's Bailey cooked off the start in the second heat with Bowen, Suzuki's Scott Burnworth and Moto-X Fox-supported Rick Ryan tucked in behind. Bowen pulled alongside Bailey time after time on the first lap but was unable to get around. On lap two, however, Bowen got his break when Bailey took a spill; Bowen took over and led the rest of the way, while Bailey quickly regrouped, saved second and finished there. Burnworth took third ahead of Brian Myerscough, with Ryan topping Northgate Honda's Tom Carson for fifth.

"I'm feeling real strong," said Bowen, "but I was surprised how quickly Bailey came back at me. He got pretty close in the end."

Johnson and O'Mara came off the line almost as one in the third heat, with Hannah Racing Products-backed Jeff Hicks running third over Bettencourt's Honda's Jo Jo Keller. A pile-up at the end of the starting straight-

away left Kawasaki's Mark Barnett on the ground. "Hicks hit me and I went down — real hard," said Barnett. "I came out of it with some bruised ribs."

Johnson managed to pull out a second or two over O'Mara at times, but O'Mara closed to within a bike-length at the finish. Johnson, however, held for the win over O'Mara, Hicks, Keller and Mark McLaren. Barnett circulated the track slowly in the early laps, then picked off several riders to finish ninth. He'd have to qualify for the finals by riding a semi.

"It's hot out there," said O'Mara. "There isn't any place on the track where you can cool down."

Lechien and Ward pulled clear of the pack in the last heat, with Yamaha Support rider Jim Holley and Glover keeping close company for third and fourth, respectively. Lechien managed to scoot away from Ward after a lap, while Glover was past Holley and zeroing in on Ward. Glover pulled alongside Ward then sailed past over a set of double jumps.

Glover cut Lechien's lead down to about three seconds on the last lap, but it wasn't enough; Lechien won over Glover, Ward, Holley and Kawasaki's Billy Liles.

Semis

Dymond made a determined bid to make the finals by jetting to the lead in the first of two semis — a lead which he kept all the way. Keller took up third ahead of Barnett, who seemed content with third (the last transfer spot) until lap five. Heading over a jump, Barnett nudged inside of an unsuspecting Keller and jammed into second, and the pair finished 2-3 ahead of McLaren.

"I was lucky I finished," said Dymond. "A rock or something punched a hole in the crankcase. I lost all of the oil and my pants and boots were covered with oil."

Suzuki's A.J. Whiting, Liles, Ryan and Gear Racewear's Scooter Stafford headed the start of semi two, but Stafford was flying. By the end of lap two, Stafford was past Ryan and Liles, then pressured Whiting. Halfway through lap three, Stafford was out front, a spot he held to the finish. In the closing laps, Whiting dropped off the pace and Liles moved in to finish second, while Holley grabbed third over Myerscough after the pair came through the pack. Whiting took fifth.

Last Chance Qualifier

Suzuki's Erik Kehoe was at the head of a trio including teammate Whiting and Myerscough which took off and left the rest at the start of the Last Chance Qualifier. The three stayed within a second of each other for the first two laps, then Kehoe managed to build up a short lead. Whiting and Myerscough, however, stayed in tandem nearly all the way in their quest for the last transfer to the finals. Myerscough finally succeeded in getting around Whiting on the last lap, and it was winner Kehoe and Myerscough headed for the two 12-lap main event motos. Ryan and Team Tamm's Andy Stacy rounded out the top five.

Finals

Heading into Orlando, Lechien was the only rider with more than one Supercross win in the 1985 series, and he was looking to boost his total from two to three. Lechien's performance in the first moto was supreme, as he took off with a clean holeshot and was on his way, while Ward, Johnson, Glover, O'Mara, Bowen and Hannah were locked in battle behind.

"I was just trying to ride smooth and set a good pace in the early laps," said Lechien. And it was apparently working, since he managed to leave Ward, Glover and the rest behind, but not by more than a few seconds.

Bailey, however, found himself in the DNF column shortly into the first lap. "There was a pile-up," said Bailey, "and I came out of it with the exhaust pipe broken away from the cylinder and the shifter jammed through the cases. There wasn't much I could do. I keep telling myself things have to get better . . ."

By lap three, Ward, Glover and Johnson had each taken a spill, and the order behind leader Lechien was O'Mara, Bowen, Hannah and Johnson, with Ward and Glover keeping company for sixth and seventh. O'Mara, Bowen, Hannah and Johnson stayed in a tight pack, running a few seconds ahead of Ward for the next three laps.

Heading into lap seven, Lechien had a few seconds of breathing room over O'Mara, but the battle for second was still raging: Bowen, Johnson and Hannah were right on O'Mara's heels. Ward and Glover were as they were — sixth and seventh — ahead of Barnett, King and Stafford.

Bowen's constant hammering of O'Mara finally paid off on lap 10 — he got a better drive over a set of double jumps and sailed past O'Mara to put a deadlock on second. Little changed in the final two circuits and Lechien cruised in for the win — by three seconds — over Bowen, O'Mara, Johnson, Hannah, Ward, Glover, King, Barnett and Stafford.

"I tried to ride as consistently as possible," said winner Lechien, "and it worked out."

The start of moto two, however, was not quite as simple for Lechien, since Glover came off the line with him and kept the pressure on through the first lap. Bowen immediately took up second ahead of Johnson, Burnworth, O'Mara, Hannah and Bailey.

While Lechien managed to keep his front spot through the first lap, Glover was still like a shadow, running only inches behind. And by the start of lap two, Glover was out front and pulling away, while Lechien was dropped back to a secure second, clear of the third place battle between Bowen, Johnson and O'Mara. Bowen, however, was inching closer and closer to Lechien.

"Broc got around me, and I decided to let him stay there in the early laps," said Lechien. "The way people were falling down, anything could've happened."

Glover led through lap six, then took an excursion through the hay bales. In the struggle to get his bike back onto the track, Glover lost his precious two-second lead and Lechien jammed past. By the time Glover finally got back under way, both Bowen and Johnson had gone by, and Glover was knocked to fourth. O'Mara held fifth ahead of Hannah and Ward.

Lechien motored away from Bowen to the tune of two to three seconds in laps eight through 11, but Bowen began to close the gap in the final two laps, carrying teammate Johnson with him. Glover took another spill and dropped back to fifth behind Hannah.

Lechien's win came by two seconds over Bowen and Johnson, while Hannah held for fourth ahead of Glover. O'Mara, Ward, Burnworth, King and Bailey rounded out the top 10. Lechien gave tuner Chris Haines a big hug as the two met in winner's circle.

"I was thinking about the championship the whole time," said Lechien. "When Broc got by me, I really didn't want to get next to him. A lot of the guys think I try to run them off the track in the start, and I didn't want Broc to try to run into me and take me out. I kind of let him go and he went down on his own.

Keith Bowen has come on strong during his last two supercross outings, finishing both at second overall. He is currently eighth in points.

"After that, I could see Bowen getting pretty close. I had to grab a hold of myself and pulled away a bit. This is great — two wins and a second here in three years!"

"I took a fall toward the end," said Bowen. "I was getting real tired —the track was one of the roughest I've seen. When my mechanic (Ron Heben) gave me the halfway signal, I thought it should've been later in the race. I can feel myself getting stronger and stronger each week — maybe I can pull off that first win in Dallas."

"I was trying to push my teammate (Bowen) toward Lechien," said Johnson, "so he would've been the overall winner — but I guess I didn't push him hard enough."

"I managed to get two or three seconds on Lechien," said Glover, " but that mishap in the whoops cost me — that's life in the fast lane. The point race is getting and closer — I can't keep giving up points."

For Barnett, the track was a tough one. "My short legs weren't the hot set-up with all of the whoops," said Barnett. "I was getting pounded out there."

125cc Pro-Am

Michigander Eddie Warren was the class act of the first of two six-lap heats: he left the pack shortly into the first lap and set out in a race of his own. Georgian Mark Crozier had a hold on second in the early laps, but Suzuki Support rider Mike Healey blasted past on lap five.

Warren won over Healey by in impressive 15 seconds, while third went to Crozier over Taylor Marcell. Answer-sponsored Jeff Glass copped fifth over Team Green's Mike Jones.

Warren's father and tuner, Ed, was kept plenty busy in the time before the final moto by installing a new cylinder on the Kawasaki.

Team Green's Rodney Barr sailed off with the lead in the final heat, with Georgian Keith Turpin and Larry Brooks in tow. Barr looked to be a sure bet for the win until lap four, when he landed hard off a double jump. Brooks, past Turpin and into second, snatched the lead and ran away to the win. Barr got back under control to take second at the finish over Turpin and Yamaha rider Mike Bias. "I've been having trouble with the suspension all night," said Barr. "I'm hoping for a good start in the main."

Warren and Brooks headed the pack on the start of the 10-lap main event, but Warren was able to soon break free of Brooks and was again on his way. Crozier held third over Healey and Turpin, while Barr was on the move in sixth.

On lap four, Warren was enjoying a three- to four-second lead over Brooks when disaster struck: a slower rider crashed at the end of a whoop section just as Warren moved in for the pass. Warren managed to stay upright, but spent several seconds backing his bike away from the hay bayes he had become lodged in. Brooks motored past in the confusion, as did Crozier, and Warren got back in the chase third. "Someone ran out in the track as the guy fell and waved their arms at me," said Warren. "I got stopped dead."

Brooks styled to the win, while Warren passed Crozier on lap five and held the spot to the finish. Barr had the most impressive ride, finishing a close third. Healey came in for fourth ahead of Crozier and Turpin.

"I went back to the standard Honda CR125 suspension after experimenting a lot," said Brooks, "and it worked out fine. It feels good to win one."

"It was stupid the way I lost the lead," said Warren, "but I'll have to wait until next week in Dallas to try for another win." Warren carries a huge point lead over Barr into Dallas, 125 points to 89. •

Results

250cc: 1. Ron Lechien (Hon) 1-1; 2. Keith Bowen (Yam) 2-2; 3. Rick Johnson (Yam) 4-3; 4. Johnny O'Mara (Hon) 3-6; 5. Bob Hannah (Hon) 5-4; 6. Broc Glover (Yam) 7-5; 7. Jeff Ward (Kaw) 6-7; 8. Alan King (Kaw) 8-9; 9. Billy Liles (Kaw) 11-13; 10. Scott Burnworth (Suz) 17-8; 11. Jim Holley (Yam) 13-12; 12. Goat Breker (Kaw) 15-11; 13. Brian Myerscough (Suz) 12-15; 14. Mark Barnett (Kaw) 9-18; 15. David Bailey (Hon) 20-10; 16. Erik Kehoe (Suz) 14-16; 17. Scooter Stafford (Yam) 10-20; 18. Jo Jo Keller (Hon) 16-17; 19. Micky Dymond (Hus) 19-19.

125cc PRO-AM: 1. Larry Brooks (Hon); 2. Eddie Warren (Kaw); 3. Rodney Barr (Kaw); 4. Mike Healey (Suz); 5. Mark Crozier (Hon); 6. Keith Turpin (Hon); 7. Jeff Glass (Hon); 8. Brett Salander (Kaw); 9. Mike Jones (Kaw); 10. John Greaves (Kaw); 11. Rodney Phillips (Yam); 12. Chris Taylor (Yam); 13. Doug O'Donnell (Kaw); 14. Robert Anzalone (Kaw); 15. Mike Bias (Yam); 16. Lance Newsome (Hon); 17. Alan Andreau (Kaw); 18. Kyle Tallent Suz); 19. Taylor Marcell (Kaw).

POINT STANDINGS

250cc: 1. Jeff Ward (174); 2. Broc Glover (173); 3. Ron Lechien (169); 4. Johnny O'Mara (160); 5. Rick Johnson (158); 6. Mark Barnett (141); 7. Scott Burnworth (130); 8. Keith Bowen (124); 9. Bob Hannah (96); 10. David Bailey (95).

125cc: 1. Eddie Warren (125); 2. Rodney Barr (89); 3. Mark Crozier (79); 4. Keith Turpin (61); 5. Dennis Daft (41); 6. Jeff Glass (39); 7. Carroll Richardson (31); 8. Mike Jones (29); 9. Billy Whitley (22); 10. Fred Andrews (19).

PHOTOS BY JOHN ULRICH

(Above) The first lap of the first leg of the Kerker 100, Schwantz (289) just ahead of Cooley (9) and Merkel (1) heading into the third turn. This was the race. (Below, right) 20-year-old Kevin Schwantz, from 600cc Stock to National-winning AMA Expert in five months.

With Schwantz already gone, the second leg became a battle for second place between Merkel (1) and Cooley. Merkel got it.

AMA Superbike Championship Series: Round 2

Suzuki's Schwantz sweeps

By John Ulrich

ROSAMOND, CA, APR. 28

Kevin Schwantz rode the Yoshimura GS700-based Suzuki Superbike to win both legs of the Kerker 100 at Willow Springs Raceway, beating reigning Superbike Champion Fred Merkel of Team Honda and two-time Superbike Champion Wes Cooley on the Starfire Racing Honda. Schwantz and the Suzuki built by Suehiro Watanabe, Don Sakakura and Dave Wolman dominated both 16-lap, 40-mile legs on the 2.5-mile, nine-turn course and turned the fastest lap time of the day at 1 minute, 27.91 seconds. He won his heat race, too, making it three starts and three wins for the day, all three coming at the expense of Merkel.

"We grabbed 'em by the front of the shirt and shook 'em, and yelled 'Pay attention!' that time," Schwantz said after winning his heat race. He was even more enthusiastic after winning the first leg of the final race, pulling a wheelie up the hill out of turn three after receiving the checkered flag, setting the bike down with the wheel cocked, kicking out his left leg and waving his left arm and punching the air in a display that illustrated pure, overwhelming joy. The crowd loved it, and cheered, just as they had cheered his charge into first place in each leg and his daring, sliding passes of backmarkers when there was clearly no room to pass. Schwantz was at his best using traffic to block his pursuers, and his skill at getting around slower riders impressed all watchers.

Among those watchers were top-ranked representatives of Honda, Yamaha and Suzuki, and all eyes were on 20-year-old Schwantz, the Houston, Texas prodigy who found himself propelled from riding a stock FJ600 in 1984 WERA endurance events to Superbike stardom almost overnight, on the basis of a single test session with Yoshimura arranged by an impressed journalist.

There were doubters when Schwantz's aggressive abilities were first reported, but Schwantz proved at Willow that he is a top-class Superbike pilot. And rumors of his accomplishments being made possible by an illegal, oversize motorcycle were silenced when the Yoshimura Suzuki was torn down after the race and found legal.

A protest by Cooley claiming that the bike had an illegally-modified steering head angle — something Cooley said he read in a Cycle Guide magazine report on the Yoshimura bike — was disallowed when officials compared Schwantz's Superbike to a stock Suzuki and found no change in head angle and no illegal frame modifications.

Schwantz's victory did not diminish the efforts of Merkel and Cooley. Both went blazingly fast, Merkel even though he suffered from some sort of influenza that found him feverish, pale and nauseous the morning of the race. And Cooley, who challenged and passed Schwantz the most during both races, lost second in the first race to Merkel by a wheel, then slammed his knee painfully into the pavement when he lost the front end in the second leg, finishing in pain and almost falling off his bike at the finish.

The day started with Cooley jumping his Larry Worrell-tuned VF750F Superbike into the lead of the first heat race for grid position and simply running away. Cooley's Starfire Racing teammate, Todd Brubaker, came from last on the grid to take second in the five-lap race, with Jimmy Filice third on the Super Team FZ750 Yamaha tuned by Lou Vallerga and Jim Vreeke fourth on his Kerker FZ750 ahead of Sam McDonald's Larry Kano-tuned FZ.

John Ashmead had slid both wheels of his Bi-Star Racing/Team Ontario VF750F and crashed at the exit of turn two while running in the top three on the second lap. He was bruised but not seriously hurt.

Schwantz passed Merkel in sweeping, wide-open turn eight on the second lap of the second heat to take first place and leave. Scott Gray, riding his own Jim Williams/Cycle Pro/Frank Thomas-sponsored GS750 Suzuki with a Yoshimura engine, killed his bike's engine on the grid and couldn't push start it due to ankle tendons severely torn in a crash two weeks ago — Gray hobbled around on crutches when not riding. He finally got help to start the bike as the field disappeared around turn two, struggled to get his injured left leg over the seat, and took off in pursuit.

On the last lap Gray had caught Rueben McMurter, who was running third, and the two raced side-by-side around turn eight. Suddenly McMurter was off the track, riding parallel and streaming a roostertail of dust at a tremendous speed, finally getting halted and turned around and back on the track way past turn nine, to cross the line seventh.

"I didn't do anything," Gray laughed later. "There isn't any blue paint (from McMurter's Honda) on my bike. He just wanted to shut me off and I wasn't going to get intimidated."

Terry Hampton was fourth in the heat race.

Schwantz led off the start of the first leg of the final, with Cooley, Merkel and Brubaker just behind. Cooley passed into turn three, and Schwantz repassed.

The first four formed a string less than two seconds from front to rear, pulling away from Gray, who was already in a secure fourth. Behind Gray, McMurter and Hampton raced on their Hondas; behind them came Earl Roloff (Kaw), Vreeke, Walt Nitto

SUPERCROSS ROCKS L.A. COLISEUM MAY 11

● PERISTYLE STARTLINE
● GOODWIN'S RETIREMENT PARTY
● SEVEN HOURS OF RACING

A record number of fans jammed the L.A. Coliseum last November. Letters and phone calls have been pouring in saying, "We want the Miller High Life Superbowl of Motocross earlier in 1985!" On Saturday night, May 11, you've got it . . . Round 10 of the 1985 AMA-sanctioned Supercross Series at the Los Angeles Memorial Coliseum!

All the factory team sharpshooters and privateer Pros are loaded with ammunition and ready to race! Honda has confirmed the entry of the legendary favorite, Bob "Hurricane" Hannah.

All new track layout

Stadium Motorsports Corp. promises to give you a track more exciting than Anaheim Stadium! There will be 350 feet of whoop-de-doos in all, and two sets of double and triple jumps. The Peristyle launching ramp will be angled steeper so the bikes "hang in space" as they rocket 70 rows to the floor. The start line straightaway will hit 70 mph if the riders have the nerve to stay on the gas!

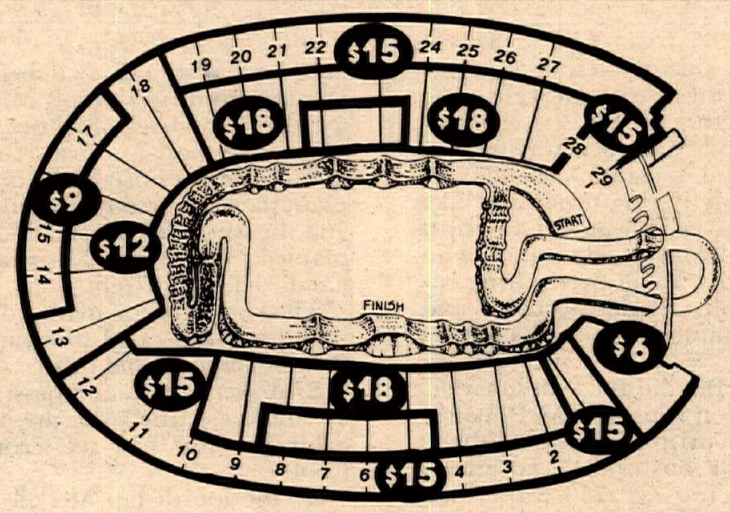
The power-robbing Sand Pit is back; and the start line has been moved to the other side of the Coliseum for awesome Peristyle-end starts! The challenging course still features the infamous Miller Mountain and the cash-paying Coca-Cola Catapult; and will again weave its mind-blowing trail up the spectator stands and through the famed Peristyle arches!

Rider Rally

Since its origination in 1972, there have been 12 Superbowl of Motocross events and about 700 contenders. Only eight riders have successfully taken the checkered flag at this mammoth event. Winner of the 1985 Daytona Supercross, Bob "Hurricane" Hannah is on the last year of his Honda contract and says this is his farewell Coliseum race. Can he go out in style? "I've won just about every motocross there is, except the Superbowl," explains Hannah, "and the Coliseum race has always been the best. I've been waiting for this one!"

Two serious threats to the field in the Team Suzuki line-up Saturday night are Scott Burnworth and A.J. Whiting. Neither rider has ever won a supercross event in the series, yet both Burnworth and Whiting have made strong and consistent finishes this season.

Team Honda's Johnny O'Mara also wants to win the Superbowl. The "O'Show" took the 1984 Supercross Series Championship title at the Coliseum last November — but was beaten by Jeff Ward for the checkered flag. O'Mara boasts the season-opener win at San Diego, and ranks in the top five. Ron "The Machine" Lechien took back-to-back wins at the Seattle Supercross doubleheader; and will be going for his third win of the year on May 11.



TRACK DESCRIPTION
1. Suzuki Start Line
2. KHJ-TV Tower
3. KMET Crest
4. Dirt Bike Magazine Mogul
5. ND Double Jump
6. Wherehouse Whoop-De-Doos
7. Phoenix Sand Trap
8. Coca-Cola Catapult
9. Miller Mountain
10. Toyota Triple Jump
11. University Hilton Uphill
12. AM/PM Aerial
13. Castrol Double Jump

Team Kawasaki's Jeff Ward is the Mission Viejo power who can explode at any race. Last year, Ward took the 125cc National MX Championship; plus wins at the Rose Bowl and Coliseum Supercross races. By winning the Houston Supercross, he moved into the series points lead over Glover. Ward is also in the lead in the 250cc outdoor motocross Nationals.

Mark Barnett and Yamaha's Broc Glover are the only riders in Saturday night's line-up to have each taken two Superbowl of Motocross wins. "My goal for this race," says Glover, "is to become the first and *only* one to win it three times." Edged out of the points lead by Ward's win of the Houston Supercross, Broc needs to win in Los Angeles to get back out in front. Barnett captured the Atlanta Supercross win, and is also in the top 10.

Easy Coliseum access

A diagram of freeways, surface streets, and parking is printed here to make it easy for you to get to the Coliseum. Most people do not know the side streets, short cuts, low traffic streets, or alternate freeway choices to avoid traffic. Take a moment to study the diagram, and you'll slide right in!

For those who want to get to the supercross ahead of the crowd, a free Toyota Early Entry Pass lets you avoid the traffic *and* watch the Pros practice before the race. Along with your regular supercross admission ticket, a Toyota Early Entry pass lets you in Gate 4 at 4 p.m. on race day. Stop by any participating Toyota dealer and get a Toyota Superticket.

Spectator specials

Sign-up at local participating am-pm Mini Markets and at the Coliseum on race day to enter the am-pm/Coca-Cola "Fun in the Sun" Sweepstakes! The grand prize that will be given away is a Toyota 4x4 SR5 Xtra Cab Sport Truck and a Bic Sailboard! Other fabulous prizes include a Phoenix Fun Machine, year's supply of albums or tapes from Wherehouse Records & Tapes, a year's supply of Coca-Cola, Nippondenso hats and polo shirts, and one-year subscriptions to Dirt Bike, Motocross Action, and Motocross magazines.

When you arrive at the Coliseum early, check-out the Pit Party in front of the Peristyle which will be open from 3 p.m. 'til 7:30 and then again after the race from 11 p.m. 'til midnight. See the special displays by Toyota Trucks, U.S. Suzuki, Wherehouse Entertainment giveaways, Phoenix Fun Machines, Nippondenso, Burmah-Castrol, and more! There will be giant inflatables — world's largest Suzuki Quadrunner, Burmah-Castrol can, and "Merlin the Magician." See the off-road car, "Coke Machine;" and be greeted by Miss ND, Miss Coca-Cola, and Miss Toyota beauties. The *Playboy* 30th Anniversary Playmate, Penny Baker, will also be giving away free autographed posters of herself and the Suzuki Intruder while supplies last. America's Sports Mom, Gale Webb, will hold BMX safety demonstrations on the U-shaped ramp in the Pit Party. Don't miss out . . . the Pit Party is *free* entertainment for everyone!

Listen to KMET radio, FM 94.7, to find out how you can enter the KMET Miss Legs contest! KMET will be doing a live broadcast from the Coliseum on race day, and there will be lots of great music plus disc jockeys Cynthia Fox, Rick Lewis, Frazier Smith, and more!

During intermission on race night, there will be a Suzuki Quad Racer Championship race! Contact CMC at 714/261-6116. The Suzuki Quadracer Championship has big bucks at stake, $1000 to the winner; $700 for second place and $500 for third place.

Current Supercross points leader Jeff Ward will be riding to stretch his lead at the L.A. Coliseum Superbowl of Motocross.

Official race headquarters for the Superbowl is the University Hilton Hotel! Located just across the street from the Coliseum, supercross fans can get a discount on room accommodations just by mentioning the Superbowl! Call the University Hilton to make your reservations now!

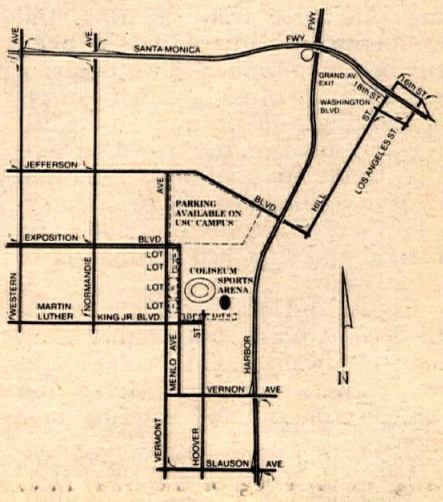
When you take your seat at the Coliseum, check it out! Burmah-Castrol is giving away special prizes to those who are lucky enough to have a Castrol sticker under their seats! Stand up and look!

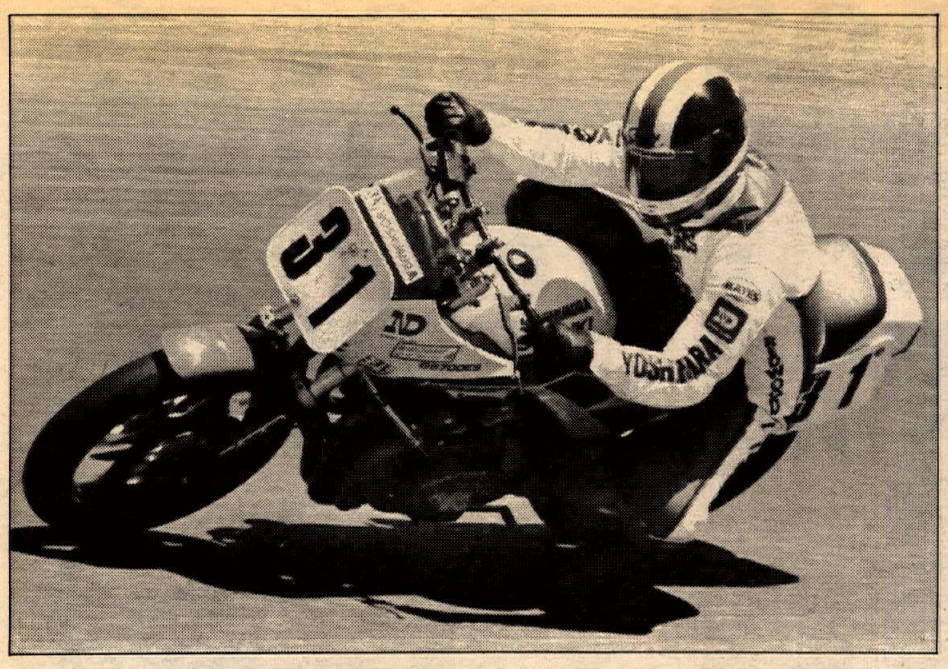
Tickets

Plan to be at the Los Angeles Memorial Coliseum May 11 for the Miller High Life Superbowl of Motocross — the biggest race of the year! Tickets are available at Ticketron outlets, the Sports Arena Box Office, Suzuki dealers, and through the Teletron Chargelines — 213/410-1062, 714/634-1300, 415/974-6391, and 619/268-9686. Prices are $6, $9, $12, $15, and $18; children under 10 are half price. Get $2 off on discount tickets at Suzuki dealers and free Superticket coupons and Early Entry Passes at Toyota dealers.

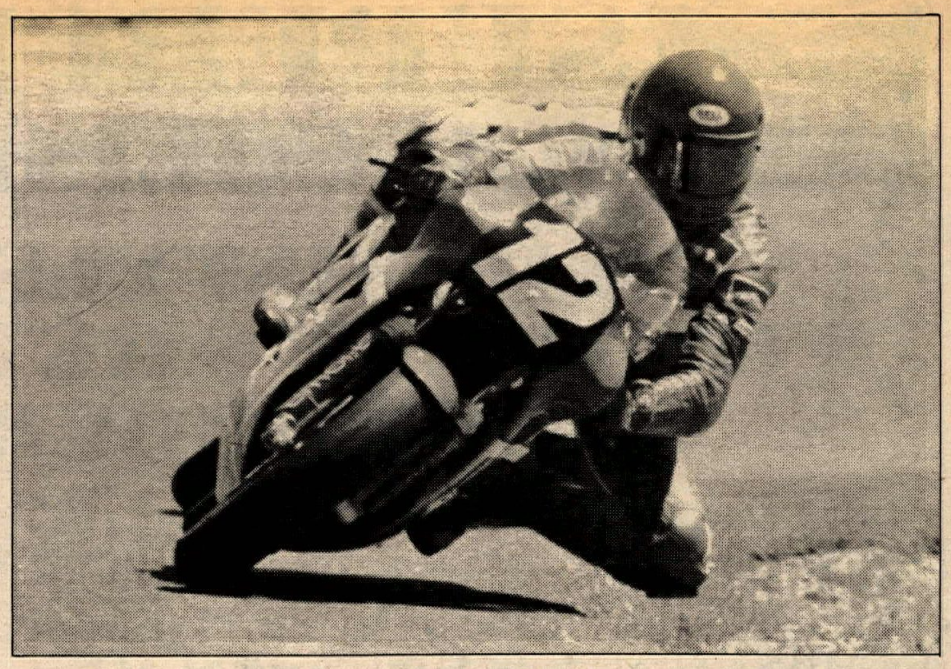
SMC is offering a "Money back guarantee" to supercross fans. On race night, if you are not satisfied with the show after the first Qualifying Heat, take your supercross ticket stub to specially-marked windows at Gate 4 and receive a full refund for the amount of admission paid.

SUGGESTED ROUTES TO COLISEUM COMPLEX





Scott Gray rode hard, finished fifth on his own Suzuki fitted with a Yoshimura engine, his left ankle's torn ligaments taped.



Wayne Rainey (12) leads MacLean Racing teammate Rich Schlachter at the start of the Formula Two final. Both rode Hondas.

AMA Superbike

(Continued from page 8)

(Kaw), Filice and Ricky Orlando (Hon) in a tight, place-swapping battle.

Schwantz got sideways with both feet off the pegs at the exit of turn two, where Ashmead had crashed in his heat race; he saved it but lost drive, and was passed by Cooley going into turn three. But Schwantz retook the lead as if nothing had happened and was back on the gas.

Brubaker pulled up and around Merkel to take third; a lap later Merkel pulled up next to Brubaker in the last turn and whipped past on the straightaway. Two laps later Merkel passed Cooley in the same place on the straight and moved into second.

Cooley made up the lost time and more in turn two, retook second place; Merkel took second back again.

Six laps to go. Schwantz has already passed a lappee in turn eight who held up Merkel and Cooley in turn nine; Schwantz has not quite two seconds over battling Cooley and Merkel, and all three — with Brubaker close behind — charge up through left-hand turn three, lapping another rider. The lappee gets to the end of the short straight between turns three and four, throws his bike into right-hand four and heads for the inside of the pavement — and is about 18 inches from the edge when Schwantz somehow stuffs his bike underneath and makes a clean pass between the lappee and the dirt. The crowd around the turn gasps; Cooley and Merkel are stuck behind the slower pilot. Schwantz, sweeping high in turn four, dives back down underneath another rider just ahead of the one he already passed. Schwantz's path crosses the second lappee's line; he pulls the bike right to get back on course and grabs a bunch of throttle at the same time, the rear wheel sliding out three feet, catching and bouncing Schwantz off the seat like a cowboy on a bronco. Two pogos, a wobble and a blink later Schwantz is acclerating wide-open down the hill toward turn five, the crowd screaming. In the space of one corner and two outrageous passes Schwantz picked up several seconds on Cooley and Merkel and stretched his margin to 4.5 seconds.

Cooley and Merkel still have to settle second place, but neither challenges Schwantz again. Cooley is faster in turns two and three; Merkel flies on the straights and entering turn one.

Last lap. Exiting turn nine Merkel is alongside Cooley, not in his draft, but side-by-side in a test of acceleration and at the line it's Merkel by less than a length.

And then Schwantz is waving and kicking and screaming inside his helmet at his first big-time Superbike win. Brubaker is fourth, Gray fifth ahead of McMurter, Hampton (who had slowed with an overheating engine), Roloff, Orlando, local-boy and AFM Champion Nitto, Vreeke and Filice.

Both McDonald and Dale Quarterley were non-finishers. McDonald's bike had recurring problems with the dry-clutch's pushrod. Quarterley's Eagle Racing GPz750 Superbike galled and seized a titanium valve in its guide in practice, and he rode a stock FZ750 in his heat race to finish eighth. But the stock FZ, while fast, when fitted with slicks and pushed hard by Quarterley, flexed and twisted and handled poorly on the twisty Willow track, Quarterley said, so he brought it in and parked it, and made plans to work on the bike's suspension for the next race instead of buying a $4500 engine hop-up kit from Yamaha.

Schwantz's fastest lap in the first leg was a 1:28.05 on the second lap; he turned six of the 16 laps at 1:28, with six 1:29s and the rest 1:30s.

Merkel, in contrast, ran three laps in the 1:28s, the fastest in 1:28.41, with six in the 1:29s and the rest in the 1:30s.

Merkel, lying down in a motorhome between legs, was still getting into his leathers when the five-minute sign went up for the second leg; he got to his bike with the three-minute sign up and was last onto the grid after a warm-up lap; the referee stopped him from taking his spot on the front row — per the rules — and stuck him on the back of the grid. Merkel lined up at the extreme outside of the back row, and when the flag dropped, pulled out almost on the dirt and shot up the outside, throwing dust and rocks and dirt as he passed other riders.

Meanwhile Schwantz led, and Cooley took the lead into turn three; Gray was third. By the end of the second lap Merkel was in fifth and gaining. Schwantz drafted Cooley down the straight, pulled up outside into turn one, and the two went around the corner side-by-side, Cooley a wheel ahead at the exit.

It was on this lap, the start of the third, that Cooley hurt his knee. His bike's front tire washed out as he ran it into turn three, and the only thing that kept him upright was his extended knee; it hit hard and bounced the motorcycle back up on its wheels, Cooley would tell reporters later. He and Brubaker had switched from Dunlop front tires to soft Michelins for the second leg, looking for an advantage, and afterwards Cooley thought that a mistake. "You could plant the Dunlop and it would stick, and the Michelin I just couldn't get planted," Cooley would say later. "It handled a lot different."

The knee hurt for awhile, distracting him, Cooley said afterwards, but then he forgot it and raced.

Brubaker caught and passed Gray as Merkel gained on them both; Schwantz now had six seconds on Cooley.

By the fourth lap Merkel was in fourth, bumping Gray to fifth; Merkel was nine seconds behind leader Schwantz, with Brubaker and Cooley between him and Schwantz.

McMurter coasted across the dirt infield into the pits, his bike's engine broken. Roloff and Filice went at it again for sixth, a few seconds ahead of equally-intense battles for eighth (Orlando vs. Nitto) and 10th (Vreeke vs. Hampton); just a few laps earlier it had been one big dispute over eighth involving Orlando, Nitto, Hampton and Vreeke in no particular order.

With three laps to go Merkel had passed Cooley, and waited for him to repass; he'd say later he knew he couldn't catch Schwantz and wanted to follow Cooley. The lap times slowed to 1:34 for Cooley and Merkel one lap, and suddenly Brubaker, who had been left adrift, was back in the race for second. Brubaker started to come around Cooley just as Merkel came up on a lapped rider entering three; Merkel dove underneath and just made it, and Cooley and Brubaker were held up for two turns by the suddenly-speeding-up lappee. Merkel was home free for second place, his race run with mostly 1:30s and 1:29s with a 1:34 and a few 1:31s to Schwantz's 1:29s and 1:30s and 1:31s.

Cooley was third, Brubaker fourth, Gray fifth ahead of Roloff, Filice, Orlando, Nitto, Hampton and Vreeke. Cooley, now holding a big points lead for the championship, nursed his ice-packed knee after the race and said he needed more time on the Honda after so many years of riding Suzukis and Kawasakis. Merkel said he planned to go to a hospital and that he feared he had hepatitis; Schwantz grinned and laughed and sprayed champagne and looked forward to 1986 contract talks scheduled for Monday. ●

Results

SUPERBIKE: 1. Kevin Schwantz (Suz) 1-1; 2. Fred Merkel (Hon) 2-2; 3. Wes Cooley (Hon) 3-3; 4. Todd Brubaker (Hon) 4-4; 5. Scott Gray (Suz) 5-5; 6. Earl Roloff (Kaw) 8-6; 7. Ricky Orlando (Hon) 9-8; 8. Terry Hampton (Hon) 7-10; 9. Jimmy Filice (Yam) 12-7; 10. Walt Nitto (Kaw) 10-9; 11. Jim Vreeke (Yam) 11-11; 12. Rueben McMurter (Hon) 6-19; 13. Glenn Barry (Hon) 14-12; 14. Robert Reinen (Kaw) 13-13; 15. Mike Harth (Hon) 18-15; 16. Vince Costa (Kaw) 17-16.

SUPERBIKE POINT STANDINGS: 1. Wes Cooley 29; 2. (TIE) Kevin Schwantz/Freddie Spencer 20: 3. Fred Merkel 16; 5. Jimmy Filice 15; 6. (TIE) Jeff Haney/Rueben McMurter 13; 8. Todd Brubaker 11; 9. Scott Gray 10; 10. (TIE) Glenn Berry/Earl Roloff 9; 12. (TIE) Mike Harth/Ricky Orlando 8; 14. Terry Hampton 7; 15. (TIE) John Bettencourt/Walt Nitto 5; 17. (TIE) Jim Adamo/Jim Vreeke 4; 19. Roberto Pietri 2; 20. (TIE) John Long/Robert Reinen 1.

AMA F-2 Championship Series: Round 2

Rainey first in Formula Two

By John Ulrich

ROSAMOND, CA, APR. 3

MacLean's Racing's Wayne Rainey ran off with victory in the ND Formula Two event at Willow Springs, leading the first lap and the last lap and every lap in between on his Stuart Toomey-tuned Honda RS250R. Rainey, the 1983 U.S. Superbike Champion, was followed to the finish by two-time U.S. Formula One Champion Rich Schlachter on another MacLean Racing RS250R. Reigning Formula Two Champion Don Greene was third on his Roland Cushway-tuned Honda, with local hero Dave Sadowski fourth on his Starfire Racing Honda. Jeff Heino was fifth on another Honda; the first Yamaha was in sixth, ridden by Steve Biganski who rode with a broken collarbone.

Rainey and Schlachter's RS250Rs were both fitted with pipes built by Toomey. Rainey's bike had a works RS500 front end and a 17-inch front wheel and Dunlop slick. Schlachter ran a standard front end and an 18-inch front wheel and tire. MacLean Racing's Schlachter and Rainey now are first and second in Formula Two Championship points.

Greene won the first heat race for position, passing Schlachter entering the first turn; Dwayne Chung was third after strongly challenging Greene and Schlachter in the early stages of the five-lap heat.

Kevin Brunson jumped out front off the start of the second heat, leading Rainey, Biganski and John Glover. Rainey took the lead going into turn one at the start of the second lap, and Glover moved into second just as Brunson, now third, locked the front wheel of his Spondon Rotax and crashed; his sliding bike forced Biganski off the track and he crashed, too, breaking his collarbone. Rainey

(Continued from page 18)

HOUSTON, TX. APRIL 20

JEFF WARD STARS IN "The Best Little Supercross in Texas"

"A thrill a minute from beginning to endo."
—Holeshot Henley, KWFO TV

"Ward wonderful in wild, woolly win."
—Wen Wicks, Walla Walla Weekly

"Best performance by a leading man."
—Wanda Wheelie, Rolling Bone Magazine

"Filthy. Dirty. Grimy. My kind of show."
—Squid Vicious, Greasy Rider

Jeff Ward delivered an Oscar winning performance on his KX250 in Houston. It was solid enough to lasso the 250cc class trophy in the 7th round of the AMA Supercross Series. And good enough to give Ward the lead in the Supercross Series point standings.

But Jeff wasn't Kawasaki's lone star. Eddie Warren sparkled to round up his third 125cc Pro-Am Cup in a row. And Rodney Barr took second in a supporting role.

Ward and his co-stars' moving performances were enhanced by their KX's liquid-cooled engines and Uni-Trak® suspension. If you want to be a star, just go to your local Kawasaki dealer and get a KX motocrosser. They're made for happy endings.

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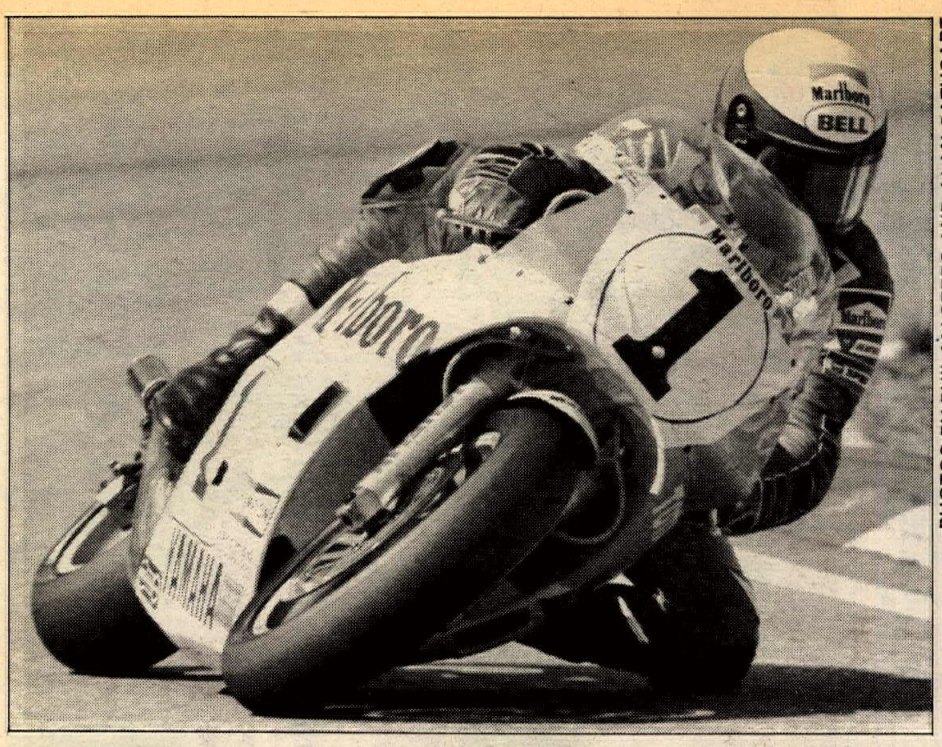
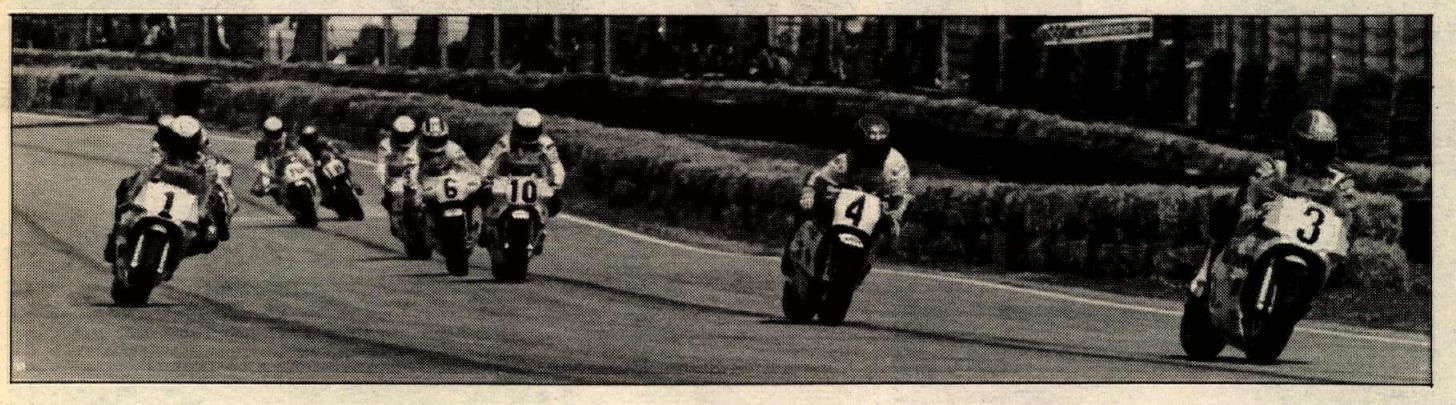
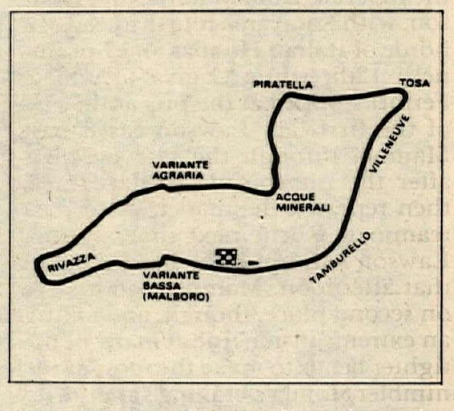


PHOTOS BY PHIL MASTERS AND ALAN CATHCART

(Above, left) Eddie Lawson ran away with both legs of the Imola 200. (Above, right) Randy Mamola leads Raymond Roche in one leg. (Below) Roche (3) leads off the start, followed by Mamola (4), Lawson, Biliotti (10), Katayama (6) and the pack.





Imola 200

Lawson cruises to win

By Alan Cathcart

IMOLA, ITALY, APR. 13-14

"I was just riding around trying to stay out of trouble and pick up a few dollars for Ago. I figure he needs the dough. I only had to ride at 80% to win — this bike is so much better than last year's, there's no comparison, and riding on these Michelins makes all the difference." So said 500cc World Champion, Eddie Lawson, satisfied with a job well-done after stroking to an unchallenged victory in both legs of the Imola 200. In doing so, the Californian scored his own first-ever win in the self-styled "Daytona of Europe," and the fourth in a row for team manager Giacomo Agostini's Marlboro-backed Yamaha team.

Fellow American Randy Mamola was second after two exciting duels with Lawson's teammate Raymond Roche, which provided the only lively moments in an otherwide lackluster event as neither rider looked to be in the same race as Lawson. Factory Honda rider Takazumi Katayama started his 1985 season in fine style with third overall — both he and Mamola rode NS500 triples.

Roche set a new lap record for the just over three-mile Imola track during his second heat duel with Mamola, breaking Kenny Roberts' previous mark by a quarter of a second.

After his well publicized contractual wrangles with Agostini, Imola was to be Lawson's only non-championship race in 1985. However, according to the World Champion, he may still ride at Laguna Seca in July as well. The problem seems to center around not only what bike Eddie should ride and in what colors, but whether the controversial deal whereby he has to share his negotiated start money with the Italian team manager on a 50/50 basis should apply in the U.S.

It certainly did for Imola, and though he was professional enough not to let it get in the way of his racing, Lawson lost few chances to make a wisecrack or sarcastic remark at Ago's expense. Though Lawson may dutifully claim everything in the garden to be lovely, an outsider would notice there's no love lost between manager and rider. Money talks and sometimes every whisper tells a story.

By contrast, French teammate Roche was looking to Imola to give him some useful racing miles under his belt and erase the memory of his double get-off in the first GP of the year in South Africa. Compared to their Kyalami GP specifications, both V-4 Yamahas had been slightly detuned to last out the longer race distance as well as to offer greater flexibility, according to Lawson, around the hilly, twisty Italian track at the expense of top speed.

"The bike's just a little softer all around," said Lawson, having his first 200-mile race at Imola since placing third to Roberts in the 1983 race.

Principal competition for the two Yamahas came from the Honda NS500 triples of factory riders Mamola and Katayama, sponsored by the South African Rothmans cigarette company in a battle of the tobacco giants. Interestingly, the Italian Honda 250 team is sponsored by Rothmans, but the squad of three Honda Italia RS500 riders led by GP rider Fabio Biliotti, supported by youngsters Armando Errico and Massimo Messere, are backed by Marlboro! Is this a case of having the best of both worlds?

Mamola was second fastest to Lawson in qualifying, but bemoaned the Honda triple's lack of acceleration and top speed compared to the V-4 Yamahas: "The only thing my bike does better than theirs is brake harder," said Mamola. "And you don't win a 200-mile race just by outbraking the next guy. I wish to heck I had a Honda V-4 here, but I have no idea when I'll get one, if ever."

Mamola's team now includes the ultra-experienced Nobby Clark on the mechanic roster, renewing his association with Honda factory equipment. To general surprise, Clark's 1984 employer was back in business. The Italian Cagiva team whose comic opera in-out-in-out road racing involvement has even the most experienced of GP observers bewildered. This week's idea was to enter both prodigal sons, Marco Lucchinelli and Virginio Ferrari, on 1984 specification C9 square-fours at Imola, pending development of a new Yamaha-style V-4 engine. This, in spite of last week's idea which was to allow American Jimmy Adamo, who's been flying the Cagiva flag in the USA successfully with an older 500cc GP bike, to run in the early GPs.

Adamo was at Imola with mentor Reno Leoni, but sadly Cagiva was unable to provide him with a bike (in spite of having four machines on hand), and he spent the weekend as a spectator.

The final major entry was a single '85 factory Suzuki for the Gallina team's lead rider, Franco Uncini, the same bike he rode in south Africa, but with some — though not all — of its handling problems remedied. Spanish teammate Sito Pons had the other bike in Spain for a local championship race.

Against these factory machines were ranged the usual selection of European privateers, mostly mounted on GP 500 two-strokes. In contrast to previous Imola 200s for the first time in a decade there wasn't a single Yamaha TZ700/750 entered. The only four-strokes were a couple of reliable but outclassed Ducatis. The Imola 200 has become a non-championship Grand Prix.

Qualifying saw Lawson on pole in 1:55.71, compared to Kenny Roberts' '84 record of 1:55.25, a quarter second ahead of Mamola and a massive two seconds exactly ahead of Katayama in third. Roche and Uncini were next, four seconds adrift, with Biliotti leading the non-factory bikes and Lucchinelli eighth, though the best Ferrari could manage on the other Cagiva was a lowly 17th.

Lawson gave the most credit for his performance to the Michelin tires he was racing on in Europe for the first time. "They're so superior to the Dunlops I raced on last year," he said. "They're true radials, and we have a choice of four compounds for the rear and three for the front. Even putting a harder tire on than we would normally so as to last a long

race like this still means the bike handles better than last year."

A local dress rehearsal for the main event took place on Saturday, with a round of the Italian 500cc Championship, won from behind by Uncini to give the new factory Suzuki its debut victory. Sadly, though, Franco was not to appear in the 200-miler. In final practice on the morning of the race, Uncini fell off on a patch of oil at a blind uphill corner together with Lucchinelli and three other riders. Marco was only bruised, but Uncini was followed into the barrier by the bike and was lucky to escape with only a cracked vertebra.

"If I hadn't been wearing my back protector, I wouldn't be walking around now," Uncini said afterward. "I could ride the bike, but I can't bend to get under the screen and there's no question I could not go 200 miles. Better I get ready for Spain in three weeks."

This left the two 100-mile legs as a straight fight between the Yamaha and Honda teams, but there was to be no stopping Lawson. Roche made a dynamic start to lead the first lap of the first race from Mamola and Lawson, with Katayama fourth ahead of a horde of Italian Hondas and Lucchinelli 12th, while Cagiva teammate Ferrari stopped at the pits at the end of the first lap. Lawson eased past Mamola through the fast sweepers after the pit chicane on lap three, then repeated the maneuver to pass teammate Roche next time around. Lawson was not to be headed again that afternoon. Mamola had his eye on second place, though, and taking an extreme inside line at many of the tighter bends to make the most of the nimbler Honda's braking superiority over the Yamaha, caught up with Roche and passed him going into a tight hairpin on lap six to take over second, three seconds behind Eddie.

Lucchinelli was also moving through the field to the delight of the local crowd — he lives just outside the front gate of the Imola track — and on lap six took over seventh at the same corner by outbraking Ferretti's Honda.

The field spread out and the race was in a settled pattern with Lawson extending his lead by a second a lap from the dueling Mamola and Roche, never more than 100 meters apart. On lap 15, Mamola made a mistake going into the hairpin and almost ran off the track, but Roche could only draw level as Mamola recovered and accelerated away up the hill.

Roche seemed to be awaiting the compulsory pit stops for refueling, which began on lap 19 with Lucchinelli an early pit lane visitor on the thirsty Cagiva. Just as Lucchinelli rejoined, having lost only one place, his teammate Ferrari decided to get back in the race 20 laps down, which he did by riding the Cagiva around slowly — madly blipping the throttles and getting in everyone's way, then squirting it up the straights and riding through the corners upright. Such strange behavior at first provided some welcome entertainment in an otherwise dull race.

On lap 23, Roche couldn't resist slipping past Mamola at a downhill turn, then immediately pitting for fuel. He rejoined in third place well ahead of Katayama, who had already stopped, but when Mamola pitted the next lap for a lightning refueling stop, he got back in the race two seconds ahead of the Frenchman, who at once speeded up. Sadly, lap 28 saw the crowd deprived of the probable cliffhanger finish when Roche's Yamaha cast its chain off just in front of the pits and he coasted to a halt. Strictly against the rules, his team rushed out and fitted a new chain out on the track past the pits, and Roche competed for another lap just as his teammate took the checkered flag: this resulted in Roche being classed as a finisher and any riders placed behind him were dissuaded from protesting by the unlikelihood of an Agostini team rider being disqualified from a race in Italy!

There was no cloud over Lawson's win by a massive 34 seconds from Mamola by just riding around and staying out of trouble — like the man said.

The races were split by a 250cc Italian title round won by Fausto Ricci's factory Honda from Maurizio Vitali on the increasingly competitive ultra-low V-twin Garelli. Fast qualifier Loris Reggiani slid off the impressive new Aprilia on the first lap, a fate also suffered by World Champion Angel Nieto on the other Garelli.

When the riders came out for the second leg of the 200, Eddie Lawson started as he left off by taking an immediate lead from which he was never headed. Behind, it was the Raymond and Randy Show all over again, as the two constantly traded positions each lap all around the track. In doing so, they gradually pulled away from Katayama in fourth, until the Japanese rider made an unscheduled early pit stop on lap 12 and lost a lap while a loose steering damper was repaired on his NS500 Honda.

Lucchinelli was another early pit visitor with ignition trouble on the Cagiva and eventually called it a day with an engine that was down on power. This time Ferrari was riding a more serious race in a competitive sixth on his backup bike ahead of the duelling Italian Hondas of Biliotti and Errico.

After 15 laps, the race settled down with Lawson 15 seconds ahead and as before, lapping a second a lap faster than the rest. Roche and Mamola were still trading second with the Yamaha refueling first on lap 22, and Mamola making another very fast stop in only 3.4 seconds two laps later to get a firmer hold on second. Lawson made his own stop in careful, controlled fashion on lap 25 and rejoined still well in the lead, which he held to the end.

Roche made a big effort and caught Mamola on lap 25, setting a new lap record in the process before losing and regaining second on the next lap. One lap from the end, Randy took over second place under braking going into the final corner with lapped riders in the way. Roche made a major effort to retake the Honda on the way out and was rewarded with a massive slide which all but high-sided him. Somehow the French rider stayed aboard to finish a chastened third, but well down overall after his first-leg misfortune.

"That was like a vacation from the World Championship," said a delighted Lawson. "I figure Ago paid for half of it, so maybe I shouldn't complain. Now I can go home after our two days of tire testing at Mugello and take a break from racing before Spain. I have a brand new house to move into with a 3,000 square foot garage I want to get set up, which will keep me busy until the next GP. Did I have any worrying moments out there today? Only when Ago took me down pit lane to the start on the back of the paddock bike. I guess 50cc is a little too much for him to handle these days — we were wobbling all over the road. It was kind of a relief to get on my racer and go for it after that." •

Results

1. Eddie Lawson (Yam) 1-1; 2. Randy Mamola (Hon) 2-2; 3. Takazumi Katayama (Hon) 3-6; 4. Fabio Biliotti (Hon) 4-4; 5. Armando Errico (Suz) 6. V. 5-5; Gibertini (Suz) 7-7; 7. M. Papa (Suz) 9-10; 8. M. Marchesani (Suz) 12-12; 9. M. Fischer (Suz) 10-13; 10. Raymond Roche (Yam) 22-3.

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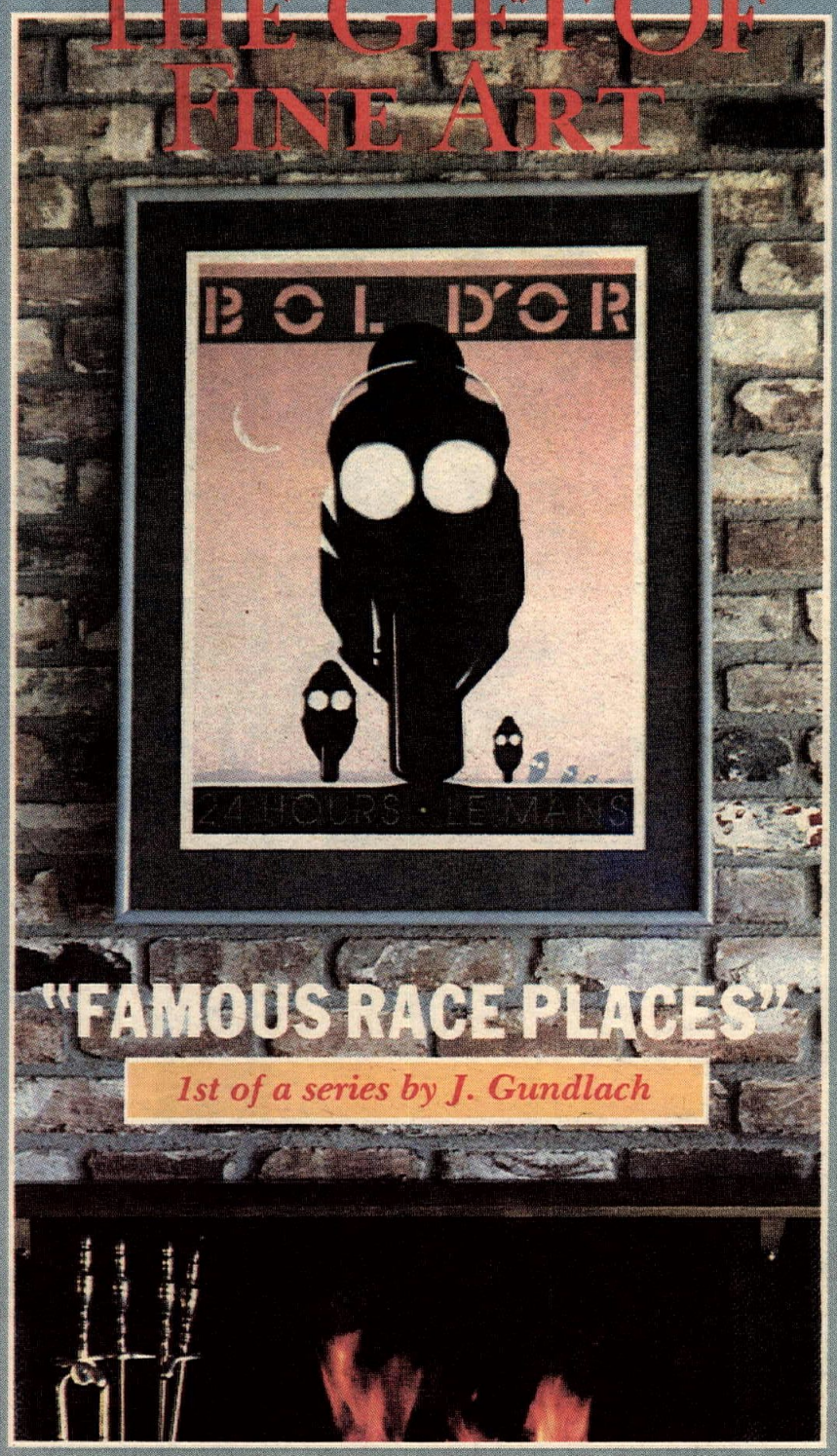

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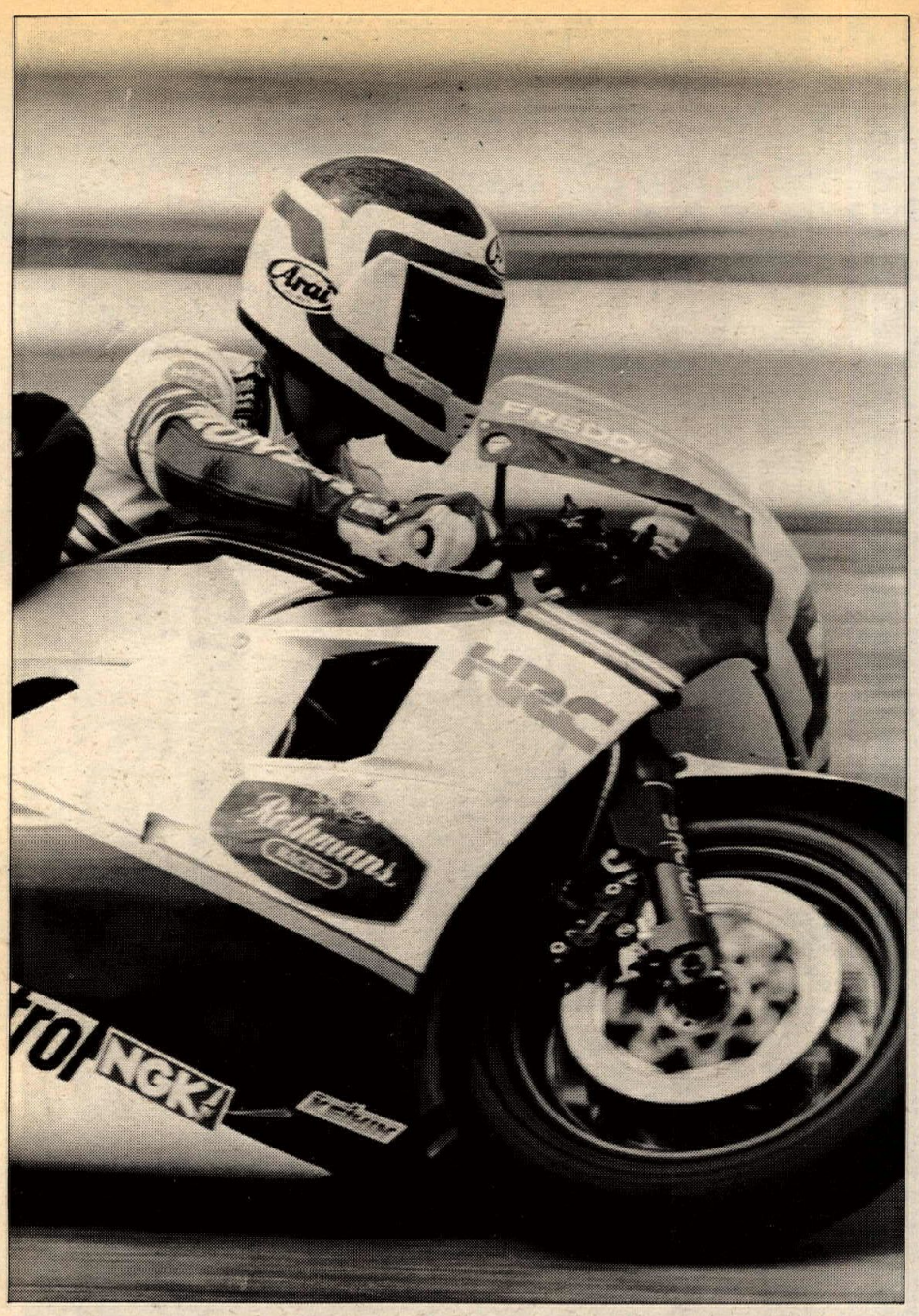
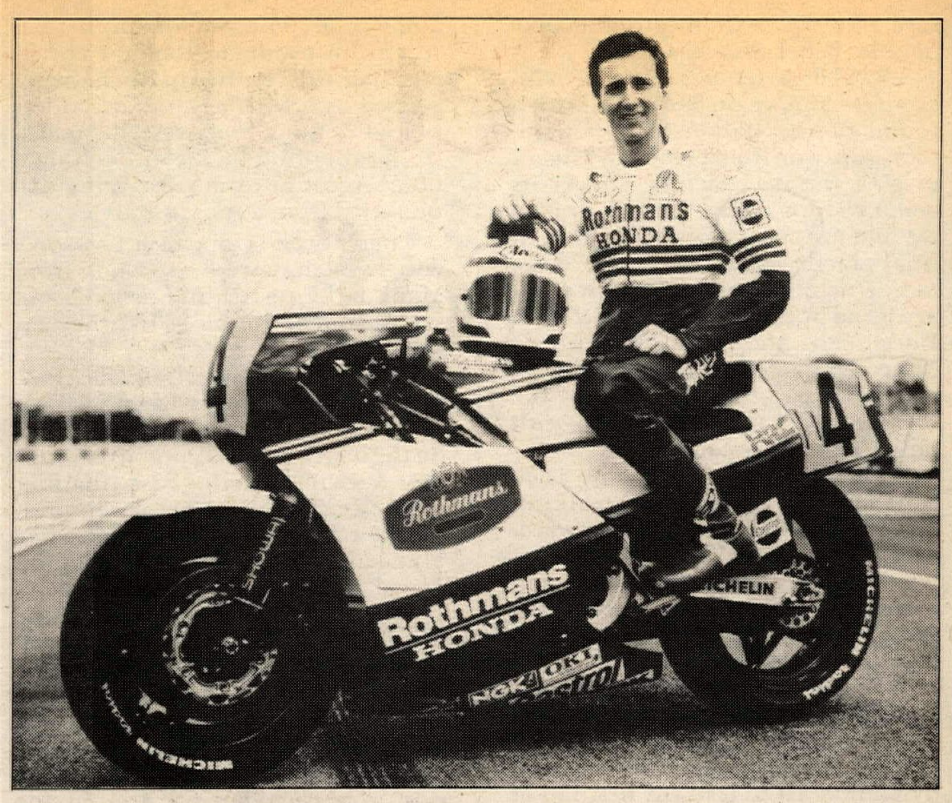


Fast Freddie Spencer won the 500cc Road Racing World Championship in 1983, lost it in 1984. He figures 1985 is his year to get it back.



Spencer and his Rothmans Cigarettes-sponsored Honda in Grand Prix trim. (Below) Freddie Spencer's typical expression.

Freddie on Freddie

By Ken Frankel

Last season is already a distant memory for Freddie Spencer. He has already forgotten the year he lost his 500cc world title as he prepares to win back the crown that meant so much to him.

Not only has he got a redesigned machine and a massive new sponsor in Rothmans to help him, but a new travel schedule which means he will spend more time in Europe.

Also marriage plans are in the air although they will probably be shelved until next year.

Just 12 months ago the future looked bright for the 23-year-old from Shreveport, Louisiana. Once again he was preparing for the new season as the youngest ever rider to capture the 500cc crown and the biggest favorite for years to retain the title.

As the favorite he fell at the first fence when the back wheel of his new Honda NSR500 V-4 machine broke up in practice for the 1984 South African Grand Prix and he missed the opening round of the season with a broken foot.

"Looking back on 1984 obviously it was a bit of a disaster," explained Freddie recently. "However it was not all bad. I proved to myself that I was still as fast a rider as I had ever been, and that, in some ways made up for losing the championship.

"The new bike had proved that it was a winner on occasions and capable of doing great things with more development, which it has now had. I'm going into 1985 with a lot of confidence.

"In fact, I've put the bad stuff in 1984 completely out of my mind and I'm just concentrating on the good things.

"I'm as confident about my racing as I ever was and I'll guarantee right now that 1985 is going to be a different story for both Freddie Spencer and Honda/Rothmans. 1984 is already forgotten." Much of Freddie's problems last year came with the new NSR machine which had the fuel tank fitted under the engine which caused handling problems.

Also altitude problems at the Salzburgring in Austria and a crash at the non-championship race at Laguna Seca when his front brake failed did not help his cause.

In his crash at the Trans-Atlantic Trophy races he again broke his foot, which kept him out of the Spanish Grand Prix a week later.

"The V-4 NSR500 has really different handling characteristics from the NS500 three cylinder and they really showed up at Donington and, quite frankly, just caught me out," he recalled.

"The corner where I crashed, Redgate, is one that you have to accelerate really hard all the way through and the crash happened because the front end of the bike 'turned in'.

"On the NS500, when this begins to happen you simply have to give it more throttle so that it picks up the front wheel and straightens itself out. The NSR is very different because of the totally changed weight distribution.

"With the fuel tank under the engine, the weight of the fuel is transferred forward under braking and tends to push on the front wheel.

"Therefore if the bike does turn in you can't compensate with a burst of throttle like on the NS. You have to use some muscle and actually pick the bike up.

"I used too much muscle, too quickly and the bike reacted faster than I thought. It got some grip and pitched me off over the high side."

Honda duly took note of all the problems and produced a new machine for Freddie — who could only manage fourth place in the championship last year — to test at Surfer's Paradise in Australia at the end of last year.

It featured the more conventional design with the fuel tank above the engine and the exhaust pipes below. Because of these major structural changes a new frame has also been constructed.

Last year a pressed backbone diamond design was used to partly accommodate the fuel tank and exhaust pipes. The new frame is a twin tube diamond design made in aluminum similar to the 250cc machine.

In addition the V-4 engine has been redesigned to give a more compact unit with the aim of retaining the low center of gravity which was featured in last year's machine.

As in 1984 the engine retains the combination of the ATAC exhaust system and crankcase reed-valve induction system. The combination of these systems enables fast starting and a progressive and predictable power delivery throughout the power band particularly in the low and mid range.

Certainly Freddie was suitably impressed with the new bike at his sun-drenched test session Down Under although he would give little away.

"After testing the 1985 NSR500 in Australia late last year, I know that it is much improved in those areas where it was a little weak last year," he disclosed with a smile.

He also won with the new RS250R Honda at Daytona. "The bike is greatly improved over last year and is a lot of fun to ride," he explained. "The power band is broader and you can ride the bike to its limits without having to worry about things like wearing out tires.

"It's fun racing and I'm looking forward to racing it."

In similar fashion to the likes of Roberts, Mamola and Lawson, Freddie was a regular Trans-Atlantic commuter last year rushing home to Shreveport after most grands prix before rushing back again for the next. This year his schedule will not be so hectic.

"I may not be flying back and forth to the United States after each race as I did last year," he revealed. "This season is a little tighter with the races closer together. I'll probably stay around the HRC headquarters in Belgium more this year."

Finally, are wedding bells in the air for the former champion who's shy, does not smoke, prefers Dr. Pepper to any alcohol and puts much of his success and happiness down to his belief in God?

"Marriage-wise you will have to ask my fiancee Sarrie," he said. "Last year she came to several of my races in Europe but this year she's Miss Louisiana and will be competing in the Miss America pageant.

"If she wins, and I think she will, then she'll be very busy. At any rate marriage looks like something to plan for next year." •

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Speedway

PHOTO BY SCOTT DALOISIO

Scratch main winner Bobby Schwartz trails John Sandona at Inland Motorcycle Speedway. Schwartz also won the Ascot Scratch main.

Christian cranks at Carlsbad

By Gordie Orr

CARLSBAD, CA, APR. 28

After the rain washed away the racing action the previous week, Alan Christian washed away the competition on 91X Fox Night to win the Scratch main at the beautiful, all-new California speedway Sunday evening. Joining Christian on the victory rostrum was defending National Champion Kelly Moran who almost swept the Handicap portion of the exciting race program.

Moran's (STP/Arai/Oakley/Kal-Gard/Knotty Idea's/Cirello Racing Godden) races were nothing short of sensational from the 60-yard line in Handicap racing. His lightning-fast moves on the inside and the outside as he charged through the pack had the crowd roaring all night long. In his semi he passed Pat Cain for a thrilling victory that set the stage for one of the most exciting main events in southern California thus far in 1985.

Cain, making his first ever appearance in Division One, started on the 10 and was off like a shot at the start. Moran began his patented charge from the 60 and was in fourth spot by the end of lap one. He then seemed to be mired in that spot until lap four when he and Steve Lucero blew past David Hancock for second and third. Cain still had a huge lead but with the crowd on their feet, Moran and Lucero pulled up to his rear fender as they charged down the back chute on the final lap. Moran was first by turn three, then Lucero got through as they blasted under the checkered. Moran took first, with Lucero second, but it may have been Cain who won the most overall as he proved he could run with the big boys.

Coming into the night's action, Christian had only taken one main event in 1985, and that was last Friday at Costa Mesa. After his semi Sunday, he was clearly the favorite to make it two in a row and that is exactly what the "Crazy One" did. Starting on the pole, Christian (STP/Valvoline/Champion/Cirello Racing/Hi-Point/PBI/K&N/Bell/Fiberglass Concepts GM) took the lead from the gate over Lucero, Dave DeTemple and "Showtime" Bob Ott. Lucero first tried the high groove to get by. That didn't work so he stayed down low and hoped for a Christian error. That failed to happen as Christian rode a perfect race all the way and took home the checkered three lengths ahead of Lucero. DeTemple, who has looked improved over the last week, took third with Ott getting the wrap-up spot.

Rookie Doug Nicol (Pedco Eng./Coast Grain Co./FMF/Carlisle Tires/Ascot Thursday Night Speedway/Bel-Ray/Champion/Immediato & Associates/Bates/Taylor Concrete Pumping/T&M Cycle Weslake) did it again and won his Second Division Scratch main event by a large margin over Colorado's Ken Peiper and Shane Hawley.

Jeff Johnson (Fontana Radiator/Butch's Grinders/Simpson/Jolly Farms Weslake) looked just like Nicol as he destroyed the pack in Third Division action while Jessee Finch (Speedway Magazine/Oakley/Sam Ermolenko/Mom & Dad/Fitzpatrick Racing) topped the Junior main from the back yardage.

Results

JR MAIN: 1. Jessee Finch; 2. Tim Gewecke; 3. Kelcey Gordon; 4. Billy Hamill; 5. Trincon Cirello.

THIRD DIV: 1. Jeff Johnson (Wes); 2. Greg Nelson (Wes); 3. Kevin Krugh (Jaw); 4. Dana Dumond (Jaw); 5. Dwayne Blake (Jaw).

SECOND DIV: 1. Doug Nicol (Wes); 2. Ken Peiper (Gdn); 3. Shane Hawley (Wes); 4. Jimmy O'Dell (Wes).

HANDICAP MAIN: 1. Kelly Moran (Gdn); 2. Steve Lucero (Wes); 3. Pat Cain (Jaw); 4. David Hancock (Wes); 5. Bob Ott (Gdn); 6. Mike Faria (Jaw).

SCRATCH MAIN: 1. Alan Christian (Gdn); 2. Steve Lucero (Wes); 3. Dave DeTemple (Wes); 4. Bob Ott (Gdn).

Christian crazy at Costa Mesa

By Scott Daloisio

COSTA MESA, CA, APR. 26

Another huge crowd of over 7000 fans jammed the stands of the Orange County Fairgrounds and watched as Alan "Crazy" Christian turned back all of the challengers to win his first Scratch main of the 1985 season while Robert Pfetzing did likewise on the Handicap side.

It was a hard-fought battle in the first corner of the main with Christian (STP/Valvoline/Champion/Cirello Racing/Hi-Point/PBI/K&N/Bell/Fiberglass Concepts GM) and Bobby Schwartz fighting for the top spot while Mike Curoso and Kelly Moran were banging on each other for third. Schwartz, on the outside, bobbled as they came off turn two and turned the lead over to Christian. The "Boogaloo Kid" stayed close until lap two when Christian pulled away and into a comfortable lead. Curoso, after surviving his first-turn bang with Moran, closed the gap and passed Schwartz for second on lap three, Christian rode his confident style all the way to the checkered flag to win by a comfortable margin over Curoso, Schwartz and Moran.

Pfetzing (Valvoline/O'Neal USA/STP/Simpson/Kal-Gard/Oakley/PRP/Hair By Bev/One Grand/Z Weslake) turned in his most impressive ride thus far in 1985 at Costa Mesa as he led it wire to wire. Pfetzing was the leader at the start and was being hounded by two of his best friends, Shawn McConnel and John Foster. John Sandona, riding his usual spectacular style on the outside, took Foster for third before the end of the first circuit but that's as far as he could get. Pfetzing guarded the pole while McConnell tried to get through on the outside all the way. His attempts went for naught as Pfetzing was clearly on his game and took the win with a raised fist as he raced by the Jerry King checkered flag.

Don Butler (J&M Trophy and Silk Screen/Mike Sullivan Racing Associates/Scott Goggles/Dick's Garage/Wild West Music Weslake) bumped leader Oscar Salinas out of the way in the first turn and went on to win the Second Division main. Randy Beddow, who was also part of the turn-one bumping incident, came out of it in second and gave Butler immediate pursuit. Beddow chased the yellow-and-red-leathered Butler all the way but was unable to get by and had to settle for second, with Jimmy O'Dell third. The win was Butler's second of the year at Costa Mesa.

Tim Gewecke (Justice Brothers/F.O.M./Mon & Dad) took his lead from a stubborn Kelcey Gordon on the final lap to post the victory in the Junior main. Gordon, the Junior point leader, took second with Marshall Topping third.

Results

SCRATCH MAIN: 1. Alan Christian (GM); 2. Mike Curoso (Wes); 3. Bobby Schwartz (Wes); 4. Kelly Moran (Gdn).

HANDICAP: 1. Robert Pfetzing (Wes); 2. Shawn McConnell (Wes); 3. John Sandona (Wes); 4. Kelly Moran (Gdn); 5. Mike Faria (Wes); 6. John Foster (Wes).

SECOND DIV: 1. Don Butler (Wes); 2. Randy Beddow (Jaw); 3. Jimmy O'Dell (Wes); 4. Louis Kossuth (Mae); 5. Shane Hawley (Wes); 6. Oscar Salinas (Jaw).

THIRD DIV: 1. Steve Donovan (Jaw); 2. Ron Swenson (Wes); 3. Kevin Krugh (Jaw); 4. Valerie Robledo (Jaw); 5. Andy Johnson (Jaw); 6. Tod Bertrand (Gdn).

MATCH RACE: 1. Bobby Schwartz (Wes); 2. Kelly Moran (Gdn).

Schwartz stops 'em at Ascot

By Scott Daloisio

GARDENA, CA, APR. 25

For the second time in 24 hours, Bobby "Boogaloo" Schwartz defeated "Flyin" Mike Faria to win the Scratch main event at the all-new Ascot South Bay Stadium. Schwartz also captured his heat and semi giving him six wins in six starts since his return from England.

Schwartz, who earlier in the evening had yet another run-in with Andy Northrup, found himself starting on the outside against the likes of Kelly Moran, Brad Oxley and Faria. Oxley, out of two, was the first to react to the tapes but Schwartz rocketed off the line and blazed by on the outside in turn one. Once out front, Schwartz (Silkolene/Justice Brothers/Oakley/Sinisalo/Grin Products/Malcolm Smith/Hancock Design/K&N/Champion/Sonic Intercoms/Cirello Racing Weslake) rode away from the pack on the windy evening. Faria started out in third and raced past Oxley on the outside for second on lap three. It looked like repeat of the previous evening at IMS as he then closed the gap on Schwartz using the outside. Coming off two on the last lap, Faria hooked up and did a wheelie slowing him enough so he was not able to offer a challenge to Schwartz in the closing stages of the race.

Like Schwartz, Steve Lucero (Shoei/Oakley/STP/K&N/Oilzall/Super Spoke/Z/Hair By Bev Weslake) took his second main event in two nights of action, when he took the checkered flag ahead of the screaming pack in the Handicap main. It was a race of long yardage riders with three riders off the 30, two from the 40 and one from the 50. Lucero, who was among the 30-yard-liners, grabbed the lead on the start over Dave DeTemple and "Showtime" Bob Ott. Ott quickly elevated himself into second in the first bend and set his sights on the fast disappearing Lucero. As Ott was watching Lucero's number grow smaller, Alan Christian was quickly charging through the pack. He attempted to take DeTemple on the inside before the end of the first go-'round but was met with an aggressive block that shut him off. One lap later he again stalked DeTemple and this time shot by for third. Christian then chased Ott for two laps before pulling even and then racing by as they came out fo four heading for the checkered. At the line it was Christian second far behind Lucero.

Two-time Junior National Champion Ronnie Correy (Ticket Mania/Roland Lamarche, Inc./Wright Framing/Grin Products/Mom & Dad Jawa) had two perfect rides from the zero to take his heat and the Division Two main event. "Jayhawk" Jimmy O'Dell chased Correy all the way for second with crowd favorite Doug Nicol third.

Steve Donovan (Jawa) avenged a defeat by Jordan Duncan in their heat race when he defeated the later in the red flag shortened Third Division main. Duncan was a close second at the drop of the red with Richard Perkins running in third.

Results

SCRATCH MAIN: 1. Bobby Schwartz (Wes); 2. Mike Faria (Jaw); 3. Brad Oxley (Wes); 4. Kelly Moran (Gdn).

HANDICAP: 1. Steve Lucero (Wes); 2. Alan Christian (GM); 3. Bob Ott (Gdn); 4. Sam Ermolenko (Wes); 5. Dave DeTemple (Wes); 6. Bobby Schwartz (Wes).

SECOND DIV: 1. Ronnie Correy (Jaw); 2. Jimmy O'Dell (Wes); 3. Doug Nicol (Wes); 4. Bobby Tocco (Wes); 5. Ken Peiper (Gdn); 6. Jeff Jones (Wes).

THIRD DIV: 1. Steve Donovan (Jaw); 2. Jordan Duncan (Gdn); 3. Richard Perkins (Jaw); 4. Mike Stephan (Jaw); 5. John Edwards (Jaw); 6. Mark Hateley (Wes).

Schwartz wins IMS Trophy Series opener

By Scott Daloisio

SAN BERNARDINO, CA, APR. 24

Bobby Schwartz opened his brief one week stay in southern California with a photo finish win over "Flyin" Mike Faria to capture the top spot in the Cycle Rider, Inc. Scratch Main Trophy Series at John LaDouceur's Inland Motorcycle Speedway Wednesday night.

Schwartz (Silkolene/Bell/Oakley/Sinisalo/Malcolm Smith/Grin Products/Hancock Design/K&N/Champion/Justice Brothers/Sonic Intercoms/Cirello Racing/Weslake) was impeccable out of the gate all night long and he entered the main undefeated in his two previous Scratch rides. Schwartz drew position one and was first into turn one. Steve Lucero, fresh off his win in the Handicap main, tried to bull his way past on the inside as they rocketed down

PHOTO BY MITCH FRIEDMAN

Kelly Moran won the debut Carlsbad Handicap main.

the back straightaway on lap one but Schwartz beat him to turn three. Mike Faria and Alan Christian swapped third spot a few times before Faria got by on lap two. Faria, riding a superb race using an outside line, then breezed past Lucero on the back chute the third time around. He then closed the gap on Schwartz as they took the white flag. Getting an excellent drive, Faria tried to pass Schwartz on the back straight but couldn't get the job done. He gave it one last shot as they came off four and headed for the checkered. Faria again got the drive, but he hooked up and wheelied, almost tagging the fence as they flashed by the checkered flag. Schwartz won it by inches but the crowd gave both a rousing standing ovation for their exciting performance.

Lucero (Shoei/Oakley/STP/K&N/Oilzall/Super Spoke/Z/Hair By Bev/Weslake) moved from the 20 to capture the Handicap main. Lucero and Dave DeTemple put intense heat on initial leader Mark Weaver for three laps before they could burst by. Lucero was the first to get past the stubborn Weaver with a lap and a half to go. DeTemple then followed through, but by that time Lucero was long gone and heading for his first IMS checkered flag of the season. Ermolenko made a mad charge from the back yardage and passed DeTemple on the last lap for second.

Don Butler (Dick's Garage/J&M Trophy & Silk Screen/Mike Sullivan Racing Associates/Scott Goggles/Wild West Music/Weslake) avenged an earlier defeat by rookie Jeff Johnson when he won the Second Division main. Johnson took the lead only to have Butler shoot past on the outside before the end of the first circuit. Johnson applied the heat for another lap before Butler ran away from the pack. The race was for second with no less than five riders duking it out all the way to the checkered flag. When the dust cleared far behind winner Butler, Johnson took second with Doug Nicol taking the outside route to third.

Mark Hateley (Wes) made his first IMS appearance and he went home happy after capturing the Third Division main. "Fearless" Wayne Harris was second with Kevin Krugh third.

Results

SCRATCH MAIN: 1. Bobby Schwartz (Wes); 2. Mike Faria (Jaw); 3. Steve Lucero (Wes); 4. Alan Christian (GM).

HANDICAP: 1. Steve Lucero (Wes); 2. Sam Ermolenko (Wes); 3. Dave DeTemple (Wes); 4. Mark Weaver (Gdn); 5. Rob Pfetzing (Wes); 6. John Sandona (Wes) DNS.

SECOND DIV: 1. Don Butler (Wes); 2. Jeff Johnson (Wes); 3. Doug Nicol (Wes); 4. Ken Pieper (Gdn); 5. Rich Sweaney (Wes); 6. Pat Cain (Jaw).

THIRD DIV: 1. Mark Hateley (Wes); 2. Wayne Harris (Wes); 3. Kevin Krugh (Jaw); 4. Steve Donovan (Jaw); 5. Karl Sellenthin (Jaw); 6. Ken Morse (Jaw).

MATCH RACE: 1. Bobby Schwartz (Wes); 2. Sam Ermolenko (Wes).

(Continued to page 19)

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Formula Two

(Continued from page 10)

went on to win the heat and Glover coasted across the line still in second despite the fact that his Yamaha seized and stopped running on the last lap in turn eight. Jim Stephens was third, Dale Franklin fourth.

Rainey was in front of the final race immediately with Schlachter close behind; Sadowski, riding the ex-Sam McDonald RS250R Honda borrowed from Brett Yaro when his own RS250R developed piston clearance problems, was third ahead of Greene and Heino.

On the first lap Rainey and Schlacter pulled a huge lead on the rest of the field on the fast parts of the course, and were several hundred feet ahead by the end of turn eight. Schlachter stayed close to Rainey for about half the race, but was eight seconds behind at the finish.

Sadowski held a lonely and secure third until five laps from the end of the 20-lap race; then the exhaust pipes on his mount broke, and Greene caught and passed him. Greene crossed the finish line 30 seconds behind Schlachter; Sadowski finished fourth, with Heino alone in fifth, well ahead of Biganski, who had taped up his collarbone before the start.

Glover missed the start of the race and retired with another engine seizure. Besides Rainey and Schlachter, Glover, who won this race last year, turned 1:30s on his 250, in the heat race. Rainey's fastest lap in the final was a 1:30.10; Schlachter's fastest was a 1:30.14. •

Results

1. Wayne Rainey (Hon); 2. Rich Schlachter (Hon); 3. Don Greene (Hon); 4. Dave Sadowski (Hon); 5. Jeff Heino (Hon); 6. Steve Biganski (Yam); 7. Dwayne Chung (Rtx); 8. Chuck Aksland (Yam); 9. Eric Kondo (Yam); 10. Andy Price (Yam); 11. Dale Franklin (Hon); 12. Kevin Gardner (ARm); 13. Keith Kiyota (Yam); 14. Chris Schultze (Hon); 15. Bob Lugliani (Arm); 16. David Dwyhalo; 17. Fred Thomas (Yam); 18. Ivan Faroh (C-A); 19. Bob DeWitt (Yam); 20. Mark Smith (Yam).

FORMULA TWO POINT STANDINGS: 1. Rich Schlachter 26; 2. (TIE) Wayne Rainey/Freddie Spencer 20; 4. Jeff Heino 18; 5. Don Greene 13; 6. Dwayne Chung 12; 7. (TIE) Dale Franklin/John Long/Dave Sadowski 11; 10. (TIE) Steve Biganski/Kevin Brunson 9; 12. Chuck Aksland 7; 13. Eric Kondo 6; 14. (TIE) Doug Brauneck/Andy Price 5; 16. Kevin Gardner 3; 17. (TIE) John France/Keith Kiyota 2; 19. (TIE) Bob Lugliani/Chris Schultze 1.

Team Hammer's Tim O'Kennedy (1p) goes inside Team Moto-Guzzi's Gregg Smrz on the way to a four-lap victory. Team Moto-Guzzi now leads AMA/CCS points, 1385 to Team Lockhart's 912.

AMA/Championship Cup U.S. Endurance Series: Round 3

Hammer wins, Moto-Guzzi scores at Willow

By John Ulrich

ROSAMOND, CA, APR. 27

Team Hammer's Russ Paulk and Tim O'Kennedy dominated the second annual Kerker 4-hour endurance race at Willow Springs Raceway, winning by four laps and setting a new U.S. record for mileage covered in a four-hour race at 367.5 miles, despite gusting 40-mph winds. Two-time WERA National Endurance Champion Team Hammer, which set the U.S. mileage record for a 24-hour race (2025 miles) at Willow Springs last year, ran the AMA/Championship Cup-sanctioned race at the request of Kerker, event promoter Jim Moore and track owner Bill Huth in a special Prototype class added under a March agreement with AMA/CCS director Roger Edmondson; Team Hammer scored no points in the AMA/CCS endurance championship, which is limited to motorcycles with production-based frames.

The big winner in AMA/CCS championship points was Dr. John's Team Moto-Guzzi, with Larry Shorts and Gregg Smrz riding a 1000 LeMans to come from behind and beat Team Lockhart's Wendell Phillips and Jim Vreeke. Team Moto Guzzi and Team Lockhart both ran in the GTO class.

Henry Tecza and Nigel Gale teamed up on a stock FJ600 Yamaha to win the GTU class, ahead of Team Cycle City's David Morris, Harold Boarer and Tony Mathews on another FJ600 and Team TNT's Tom Krause, Tom Dahl and Randy Bechtel on a GS550 Suzuki.

Short and Smrz overcame severe handling and suspension problems with their Moto-Guzzi, turning in a consistent, otherwise-trouble-free ride at a pace that challenged most of the Japanese Superbike pilots on the track.

The event was billed as a showdown between Team Hammer, archrival Team Ontario and new-endurance-force Team Lockhart. In practice before the race, Hammer's Paulk clicked off several 1 minute, 30-second laps on the team's new Suzuki, which combines a GSXR750 racebike's aluminum chassis with a stock GS1150 engine fitted with pipes and carbs, the combination weighing 356 pounds complete, without gas. Team Ontario's Lynn Miller and John Ashmead ran in the 1:36-1:37 range in practice on their Honda VF1000R-based Superbike; Team Lockhart's Phillips and Vreeke ran 1:35s-1:37s on their Ninja 900 with Moto-Guzzi's Shorts and Smrz turning 1:37 and 1:40, respectively.

But Ontario was eliminated from serious contention before the race when Miller collided with another rider in practice, crashing in the fast first turn. Miller was knocked unconscious and suffered a twisted neck and left shoulder, and the motorcycle was extensively damaged. While Miller was transported to the hospital and the motorcycle hurriedly repaired, Team Ontario borrowed rider Doug Toland from Team Hammer to partner Ashmead. Team Ontario missed the start of the race.

Sam McDonald jumped his Larry Kano-tuned FZ750 Yamaha Superbike from deep in the 33-bike grid to take the lead at the start, with Hammer's Paulk coming off the fifth row and getting stuck in a first-turn traffic jam. As McDonald, who entered the race solo to help R&D his Yamaha for the Superbike race scheduled the next day, pulled away, Paulk picked his way up to ninth by the fifth turn. At the end of one lap McDonald had 10 seconds on the field, with Carry Andrew and his Performance Machine Kawasaki Superbike (partners Pat Dunn and Scott Strohlow) second just ahead of Shorts, Gale, Paulk, John Glover on Team Canyon Cycles' Honda CB750 Superbike (partner Lance Woolery), Jerry Black (partner Brad Taylor) and his Suzuki and Phillips.

But Paulk powered his way past the pack, blasting by entering turn eight, and set off after McDonald. Within a lap Paulk had closed from being 10 seconds behind to being five seconds behind. One more lap and the gap was two seconds, and then Paulk pulled up entering turn nine, passed on the straight and began pulling away. Phillips, who owns Lockhart Consumer Products, made his moves, too, pulling up into a strong third ahead of Shorts, Andrew and Gale.

That was lap five. At the end of lap six Paulk had four seconds on McDonald, who had 15 seconds on Phillips, with Shorts another five behind him. Behind, Andrew, Glover and Gale went at it, racing back and forth furiously.

Things didn't change near the front much more in the first hour. McDonald pitted after 25 minutes so Kano could make some bike changes and so he could rest. Paulk, with best laps of 1.31, lapped the field within 40 minutes.

Near the end of the hour Ashmead finally got Ontario's bike on the track and hooked up in a prolonged race with Shorts, although actually many laps down.

In the second hour Smrz took over the Moto-Guzzi and spent most of his ride racing with the Team Spud RZ350 ridden by Darren Fulce. Team Spud's ride would end in a third-hour first-turn collision with Dave Sadowski's VF500F; Sadowski was rammed from the rear.

Dale Quarterley took over the Harris-framed GS1100 Prototype he shared with Tom Daubs and immediately started turning 1:33s and 1:34s, catching and passing Ashmead and Lockhart's Vreeke. O'Kennedy, now riding for Hammer, put another lap on Vreeke, Ashmead, Shorts and the field, turning best laps of 1:32.

McDonald entered and departed from the track several times during the remaining time, testing and tuning.

At the end of the second hour Lockhart's Ninja suffered a flat front tire while running about 1¾ laps ahead of Moto-Guzzi and about two laps behind Hammer; Vreeke pushed the bike in from turn five across the infield; the team lost nine minutes to the problem.

At the beginning of the third hour the shift lever broke off Hammer's Suzuki and Paulk pitted for a replacement; during the stop crew chief Ken Hoogland noticed loose bolts on the rear wheel sprocket carrier and made a wheel change. The stop took three minutes.

Quarterley was plagued by handling problems caused by too-soft front suspension. His partner, Daubs, tagged a lapped bike with his right leg and suffered a gash on his thigh; then the bike lost its countershaft nut; finally the transmission seized with Daubs riding and he crashed, unhurt.

In the third hour Phillips, making up lost time, worked past Shorts and Andrew, who were running together for most of the hour.

"I'm riding that Guzzi as hard as I can ride it," said Shorts after the finish. "It has a really bad chatter problem around turn eight and turn two and you can only go so fast. But it runs strong and doesn't break, and we're riding it hard."

Tecza thanked Sam's Town Casino and Nevada Yamaha, both of Las Vegas, as he was interviewed in the winner's circle for topping the GTU class.

Several Moto-Guzzi supporters complained in the winner's circle about the inclusion of a Prototype class in the race. "Last year AMA/CCS had a Prototype class counting towards their championship, and when we finished fourth in the 1984 Kerker 4-hour, nobody complained," said Paulk afterwards. "The AMA/ CCS decision to discontinue the points and purse-paying Prototype class at the end of 1984 had to do with low class turnout and their system of paying by class win, not overall finish. Full-house Superbikes are still allowed and this machine isn't any more capable than a good Superbike. To prove that, look at the lap times this weekend, or look at the competition we face in WERA endurance races."

With points from this weekend, Team Moto-Guzzi strengthened its championship points lead and is in an excellent position to win the series title. •

Results

OVERALL: 1. Team Hammer, Russ Paulk/Tim O'Kennedy (Suz); 2. Team Moto-Guzzi, Larry Shorts/Gregg Smrz (M-G); 3. Team Lockhart, Wendell Phillips/Jim Vreeke (Kaw).

PROTOTYPE: 1. Team Hammer; 2. Quarterley Racing, Dale Quarterley/Tom Daubs (Suz).

GTU: 1. Double Down Racing, Henry Tecza/Nigel Gale (Yam); 2. Team Cycle City, David Morris/Harold Bohrer/Tony Matthews (Ya,); 3. Team TNT, Thomas Krause/Randy Bechtel/Thomas Dahl (Suz).

GTO: 1. Team Moto-Guzzi; 2. Team Lockhart; 3. Team Canyon Cycles, John Glover/Lance Woolery (Hon).

Speedway

(Continued from page 17)

Nicol gets his first at Ventura

By Bill Locey

VENTURA, CA, APR. 23

Lance King, back in the saddle after a scary get-off here last week, won the Scratch main Tuesday night at the Ventura Raceway. And Doug Nicol made his First Division debut a successful one as he took Handicap honors from the 10-yard line.

King, who took the week off wearing a neck brace, was his usual self in the Scratch portion of the program. He won his Scratch heat by a distance, and was pulling an encore in his semi when 1978 Track Champion Alan Christian tried the outside line, where the action is. Christian rocketed by a surprised King on the back straight of the final lap to take the win and a standing ovation.

In the main, Steve Lucero got the gate, but went too wide around turn two, King cut underneath and was never threatened again. That marks two wins for King on Tuesday night; just 14 more and he ties his track record for victories set back in '81.

While it's only the second full week of five nights of speedway per week, the attrition rate is already beginning to show. Five First Division scratches gave some new faces a chance. Last week, it was David Hancock and Jeff Springman, this time, it was Nicol's turn. Already winner of Second Division races everywhere, Nicol seemed a bit nervous in his heat race. He led his heat from start to finish, but bobbled repeatedly around the corners. In the semi, Nicol was ultra-smooth. He had to be, three former British League riders — King, Rob Pfetzing and Shawn McConnell — plus Mike Faria and Andy Northrup, were in the race, but no one could catch Nicol.

The other semi was a "Showtime" Bob Ott show. Starting on the 50, Ott picked off a rider a lap with some real quick corners, nailing Hancock on the last bend for a second behind Springman.

In the main, Nicol scooted away early with Springman on his tail. Not far behind them, King, McConnell and Ott diced for nearly a lap until Ott went down around turn three, then just as quickly bounced back up and kept going. King took third behind Springman, who could not catch Nicol.

"Stormin' Norman" Neumann got a Division Two ride by virtue of the same chain reaction that gave Nicol his Divison One ride. Neumann took the Division Two honors from the zero-yard line. Ronnie Correy, in his Ventura debut, was second.

Ron Swenson, got a good gate, and won the Third Division trophy.

And finally, welcome back to "Slidin' Sonny" Nutter, who took his first ride since Ben Hur was a boy, but failed to transfer. Nutter has strong ties to Tuesday night speedway — he rode for the Ventura Chargers back in '72 and captained the Ventura Sharks in 1976. •

Results

SCRATCH MAIN: 1. Lance King; 2. Steve Lucero; 3. Alan Christian; 4. Sam Ermolenko.

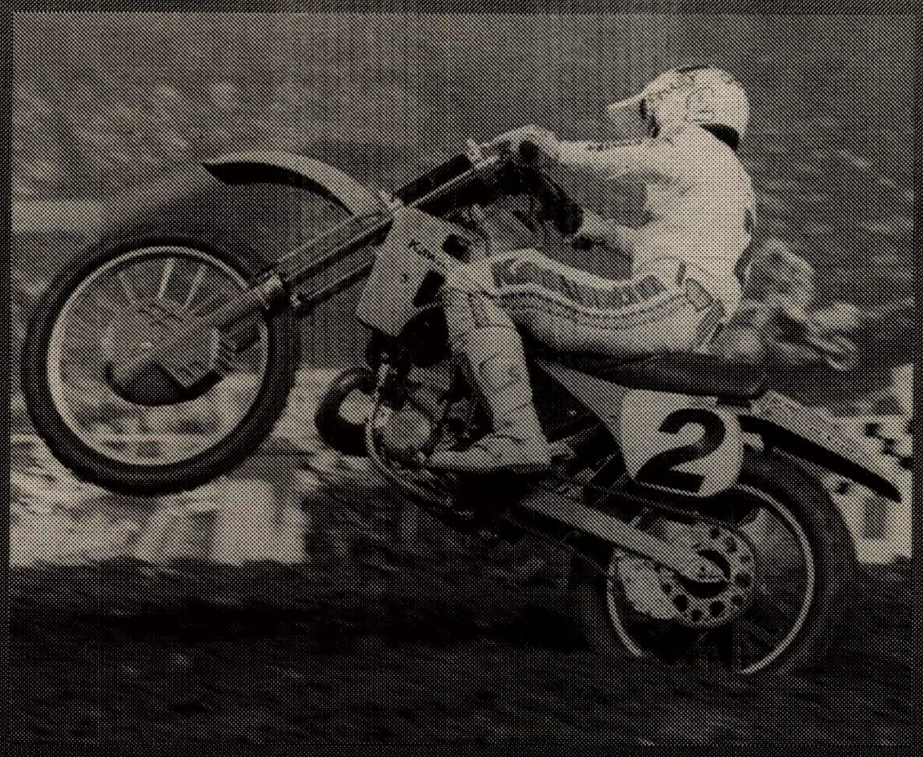
HANDICAP MAIN: 1. Doug Nicol; 2. Jeff Springman; 3. Lance King; 4. Shawn McConnell; 5. David Hancock; 6. Bob Ott.

SECOND DIV: 1. Norman Neumann; 2. Ronnie Correy; 3. Kent Bowser; 4. Jimmie O'Dell; 5. Wayne Leutz; 6. Chris Mistretta.

THIRD DIV: 1. Ron Swenson; 2. Kurt Markham; 3. Jimmy Gentile; 4. Steve Donovan; 5. Wayne Selman; 6. Archie Perez.

MATCH RACE: 1. Andy Northrup def. Steve Lucero.

Ward Orbits Astrodome



In the frenzy of a two-moto supercross program, consistency is the name of the game. At Houston, for round six in the AMA Supercross Series, Jeff Ward was "Mr. Consistent"! Jeff rang up an impressive 1-2 overall win at the Astrodome to rocket into the points lead.

And back at "Mission Control," mechanic Mike McAndrews tuned Jeff's machine to perfection, using Bel-Ray MC-1+ racing oil. Bel-Ray is the only lubricant Team Kawasaki will use. That's because Bel-Ray is at its best during the high performance demands of racing.

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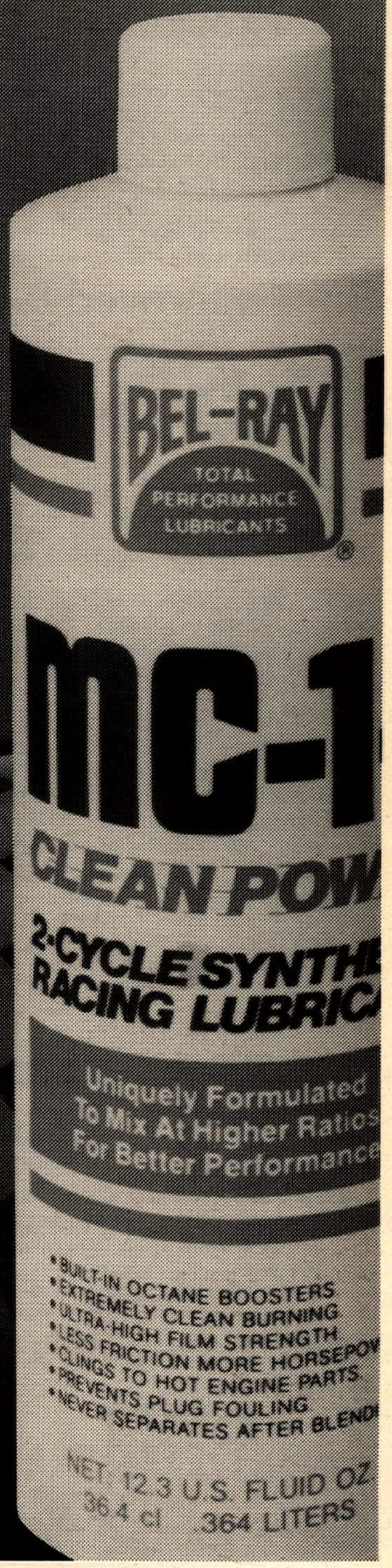

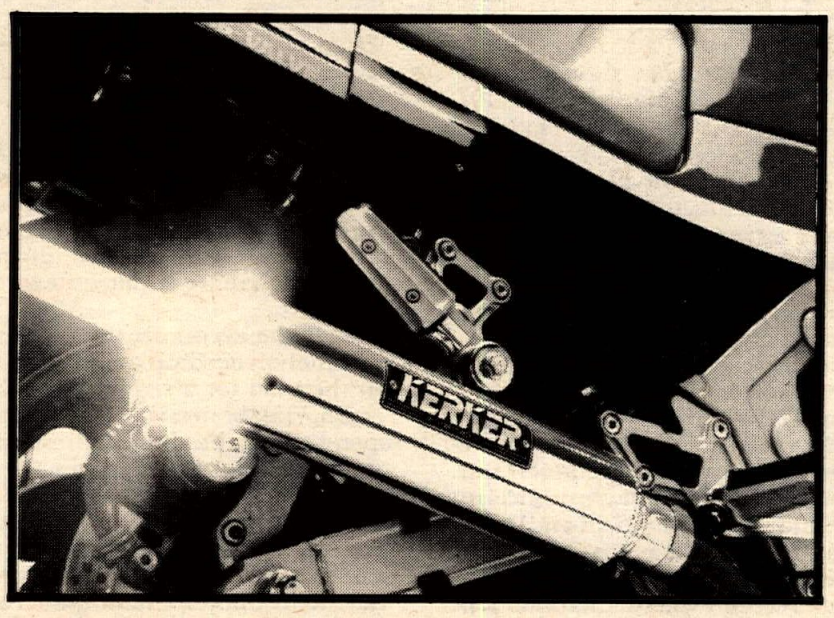

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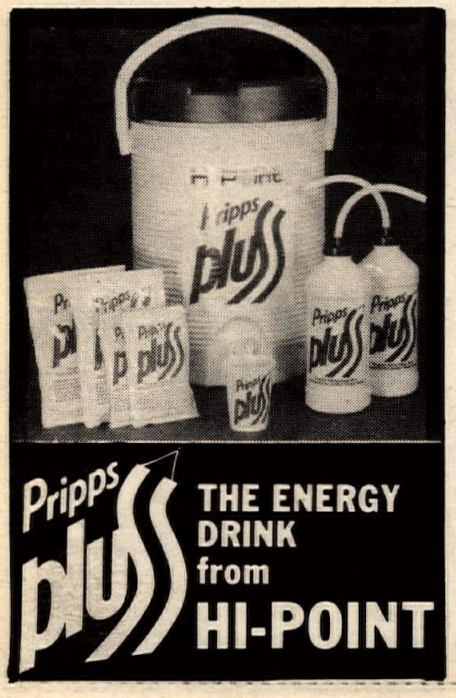

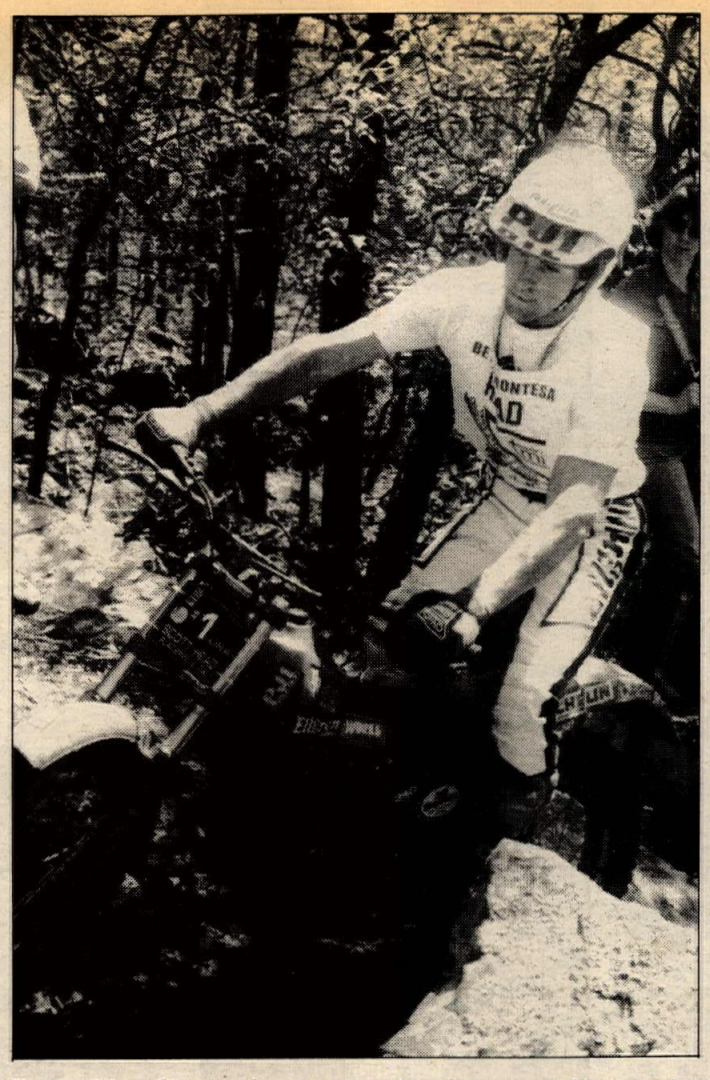

Beta rider Scott Head won the first two National Observed Trials rounds in Texas and Oklahoma.

Steve McNeal (Fantic) almost won in Texas but ended up finishing second, four points behind Head.

PHOTOS BY JEANNE FLIPPEN

AMA National Observed Trials Series: Rounds 1-2

Head cleans up in the Midwest

By Kit Palmer

MUNESTER, TX, AND TULSA, OK, APR. 13-14

Factory Beta rider and defending National Champion, Scott Head, started the 1985 National trials season on a winning note by capturing victories in the opening and second rounds of the series. Round one was held 15 miles north of Munester, Texas, on Saturday, with round two in Tulsa, Oklahoma, on Sunday. Head dropped 31 points over the wet and rocky course Saturday, beating Fantic rider Steve McNeal by four after a close duel, while Curt Comer (Beta) finished third overall with a a score of 37.

Just over 100 riders signed up on Saturday to challenge the two 10-mile loop, 18-section course held primarily over rocky terrain. A few hours before the start of the trials, though, rain drenched the course making some sections very tough because of mudholes that formed.

The first section of the day didn't give any of the riders problems — both Head and McNeal cleared it, but a section later, Head carded a five, giving McNeal the advantage. How ever, from that point to the end of the first loop, Head settled down and cleaned 10 sections, dabbed once in three, and twoed three more. At the end of the loop, Head lost 14 points, while McNeal dropped 15.

Nine sections into the second loop (which was considerably easier than the first, since the course was drying out) the point spread between the two riders remained the same, but in sections 10-15, Head lost four points, while McNeal lost one, making McNeal the leader by three with four sections remaining. Then McNeal started making mistakes, losing four to Head's zero. On the final section, McNeal took a five, while Head's three gave him the win.

Comer finished third with 37 ahead of Dave Pyle (40), Jerry Carrens (47) and Jack Stites (48).

"The course was real tough," said Head. "The small monsoon we had just before the start made things difficult. I was surprised at the end of the trials that I had won, because I really didn't feel all that great. I didn't really have it until the second loop."

After the event, all the riders immediately loaded up and headed out on the road for a five-hour drive to Tulsa, Oklahoma, where they would spend the night and ride round two on Sunday.

The same rainstorm that attacked Texas the day before also unloaded plenty of water on the Oklahoma course making things a bit slippery, but not as bad as in Texas. Rider entry was up slightly for the Tulsa trials; riders were to compete on a tighter, three-mile two-loop course. Since the sections were closer together, there were problems with long lines.

This time Head spent the whole day in close tabs with Stites, both riders losing 68 points after the two loops. Head was declared the winner, because he had two more cleans than Stites, 18-16. "I felt a little bit better today," said Head, "but I was making a lot of stupid mistakes, so I was surprised I was even tied for the lead. "Just before the 18th section in the first loop, I threw my chain and it got wedged in between the cases. It cost me about 20 minutes. It will take me a little while to get my rhythm going, if the event were held in the middle of the season, my score would've been about 15 points better.

"Winning the first two Nationals really gives my confidence a boost, but McNeal is going to be tough. The next few trials will be in his home territory and he is going to do real well, but I think I can win the championship."

"The first round was dreadful for me," said Stites. "I was making silly mistakes all day long. Where I'm from (Florida) there are no rocks to practice on and the bikes aren't as critical to prepare. I didn't feel all that great and my bike wasn't set quite as good as it could've been.

"On Sunday, I felt much better, but I didn't think I was doing as good as I could. I was still making mistakes, and for the way I rode, I didn't expect to be tied for the lead. I was pleased nonetheless."

McNeal finished day two in third with 85 points, followed by Curt Comer (91), Jerry Carrens (93/13 cleans), Don Sweet (93/11 cleans), David Pyle (97) and Kip Webb (104).

Results

SATURDAY: 1. Scott Head (31); 2. Steve McNeal (35); 3. Curt Comer (37); 4. Dave Pyle (40); 5. Jerry Carrens (47); 6. Jack Stites (48); 7. Kip Webb (51); 8. Don Sweet (55); 9. Mike West (63); 10. Ryan Young (66).

SUNDAY: 1. Scott Head (68/18 cleans); 2. Jack Stites (68/16 cleans); 3. Steve McNeal (85); 5. Curt Comer (91); 5. Jerry Carrens (93/13); 6. Don Sweet (93/11); 7. David Pyle (97); 8. Kip Webb (104); 9. Dave Rohrschneider (106); 10. Ryan Young (107).

TEN YEARS AGO

Bruce Penhall held off efforts of **Les Chanky** and **Larry Shaw** to claim the victory in the Handicap main at the speedway races at Costa Mesa, California. **Rick Woods** was unable to make it to the starting line because his primary chain broke in an earlier event, cutting his leg. The next evening saw speedway action in Bakersfield, California, where Penhall collided with **Big Bob Hetric,** and Penhall ended up with 32 stitches in his knee. Local hero **Dan Toomey** went on to take the win in the Handicap main.

Tony Murphy rode his 750 Laverda to an upset victory over **Cook Neilson's** notorious Ducati in the CMC's new four-stroke GP class at Willow Springs. Neilson, who had previously used his bike to easily win the 750 class at Daytona, led for two laps before being passed by Murphy. Though Murphy's Laverda was down on power, his smooth riding style enabled him to take the checkered by about 20 bikelengths. In another new CMC class, Super Cafe, **Lance Weil** used his Laverda 1000 to fight off the efforts of **Jeff Steele** and his Honda 750. At the halfway point Steele took the lead, but Weil recaptured the number one spot to win the race. **Harry Klinzmann** won the 250 GP, and **John Ulrich** and his "Killer DKW" devastated the 125s for the 16th consecutive time.

Mark Williams piloted his sleek Norton to his second consecutive win at the Boise TT races, holding off a last-ditch charge by **John Hateley. Mert Lawwill** set a 22.558 in the time trials for fast time of the day, only to finish fourth in the trophy dash behind **Randy Skiver,** Hateley and winner Williams.

Editor **Lane Campbell** reviewed the Honda CB400, and in the course of the 1500 mile test burned through a set of spark plugs, wore out a set of rear shocks, and blew through a half quart of oil. In the end, the machine was judged to be "one of the sweetest mid-size bikes our slightly over-the-hill tester has thrown a leg over in 12 years . . . we were genuinely sorry to give it back."

Team Ossa rider **Kevin LaVoie** turned in the best overall score at the Two Days in Alabama ISDT Qualifier, leading the three-man Yankee Motors squad to their first Manufacturers' Team Award. Teammates **Don Cutler** and **Max Markowitz** offered strong backing for the effort; Cutler taking the lead in the 250cc class standings, and Markowitz placing second in the 200cc category.

The mighty Maico of **Gaylon Mosier** outran the entire field of 500cc Pros at the CMC MX in Carlsbad, California. **Marty Smith** won both motos in the 125cc Pro class, besting the efforts of **Tommy Croft, Jeff Jennings,** and **Bill Grossi.** In the 250cc Pro class, **Danny LaPorte** took the overall, with **Bob Stem** and **Bob Hannah** taking second and third, respectively.

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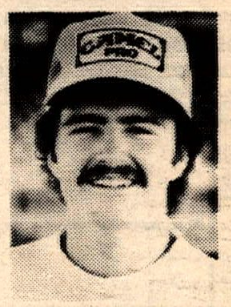
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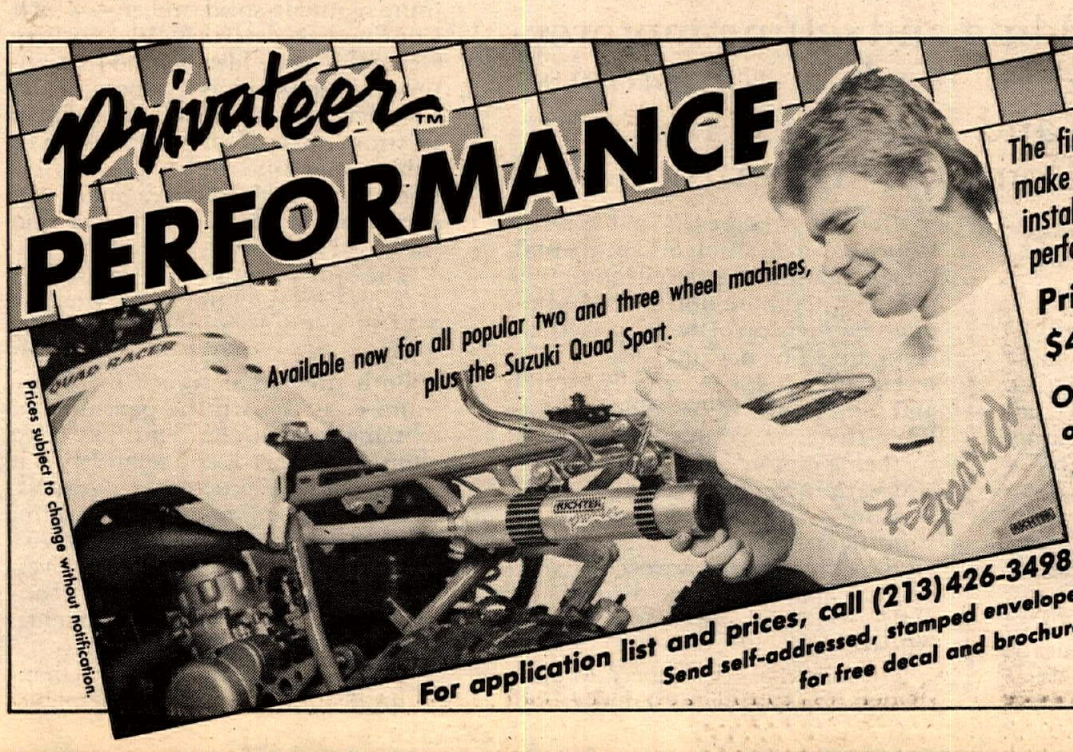

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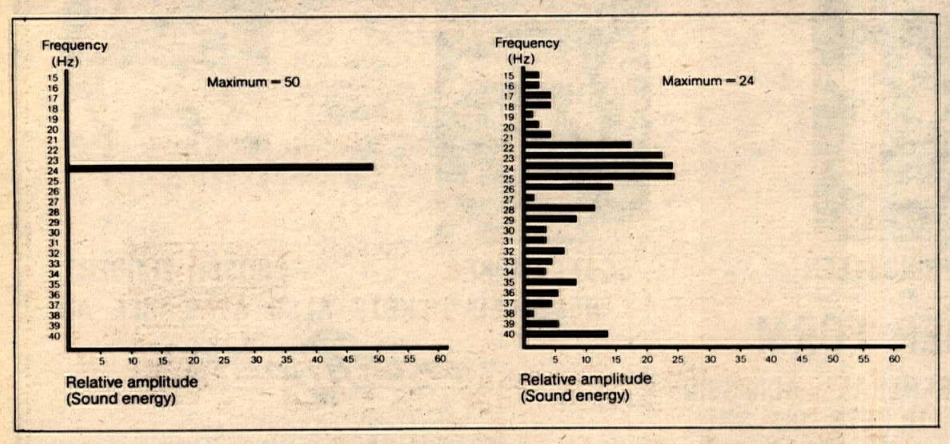
PHOTOS BY WOLFGANG LUTZ AND JOHN ULRICH

Continental's new TKV11 and TKV12 high-performance tires offer significantly better traction than anything the company's sold before.



A conventional knobby on pavement makes noise concentrated at one frequency (left chart). The new DOT-approved TKC80 knobby spreads noise over different frequencies, reducing amplitude.

Continental goes for high performance

By John Ulrich

After years of building and selling motorcycle tires designed to reach a compromise between traction and long tread life, Continental Rubber Company has introduced a new line of high-performance DOT-approved street tires for use on sporting motorcycles.

The new tires, designated TKV11 and TKV12, will be available in three compounds to suit race track conditions, including standard, cold-weather and extremely-hot weather use. To back up the introduction of the new performance tires, Continental is establishing a production road racing program, include contingency awards and sponsorships for selected riders across the country.

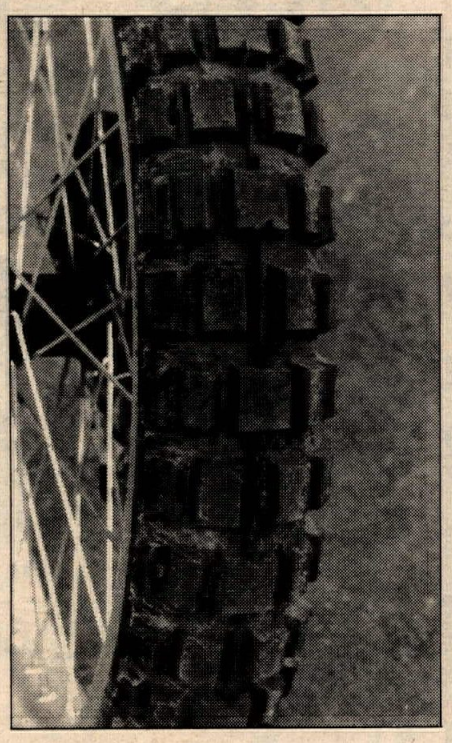
The company has also introduced a new DOT-approved (that means street-legal) knobby tire for dual-purpose use, designated the TKC80.

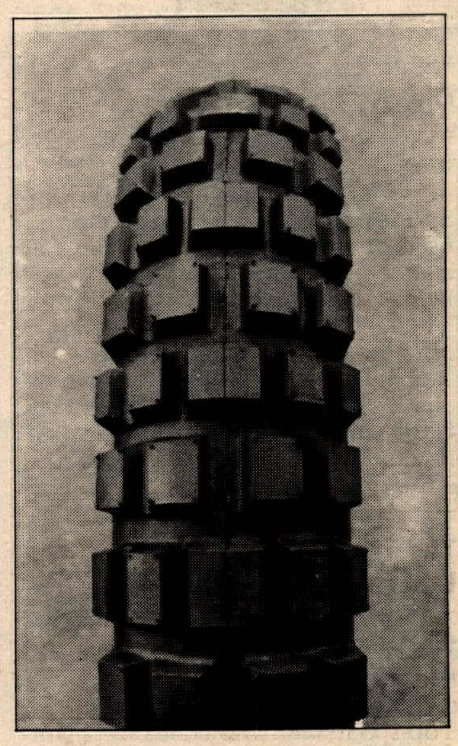
The new tires are the first to result from a reorganization of Continental; that reorganization placed motorcycle tire design, production and sales into one, new division of the West German company. The new division, headed by Horst Vogt, has expanded research and development by 25% and has hired five new, young engineers, all five being motorcycle enthusiasts, several with racing experience.

Along with the reorganization, Continental has recognized the specialization of the motorcycle market and has abandoned the "one tire for many uses" philosophy it previously adhered to.

The first market segment to draw the attention of Continental's engineers was the sporting market, where the company's products have in recent years been completely eclipsed by tires from other manufacturers, notably West Germany's Metzeler and multi-national Dunlop, with factories in the U.S.A., United Kingdom (Britain) and Japan.

Continental TKV12 (left, above), TKV11 front (right, above), TKC80 front (left, below) and TKC80 rear (right, below).





The TKV11 is designed for use as a front tire under all conditions and as a rear tire under wet conditions. The TKV12 is designed for use as a rear tire under dry conditions.

Both the TKV11 and TKV12 are designed without sipes for a minimum amount of tread and a maximum of uncut, solid rubber — which Continental describes as "positive elements." The idea behind that approach is the same as that behind racing slicks — it's rubber that produces traction, not space between blocks of rubber, and solid rubber squirms less under high-performance conditions, producing a more secure feel and increased stability.

The only purpose of tread grooves is to move water, and that's why the TKV11 has more grooving than the TKV12.

Both tires are designed for maximum contact with the pavement at extreme lean angles, with extended shoulders to produce a relatively-flat contact area despite rounded carcass.

When the motorcycle is upright, the TKV11's contact patch is 70% positive elements, 30% tread grooves. At maximum lean, the TKV11's contact patch is 83% positive elements, 17% tread grooves.

The TKV12's contact patch at maximum lean is 95% positive elements, with 88% positive elements when upright.

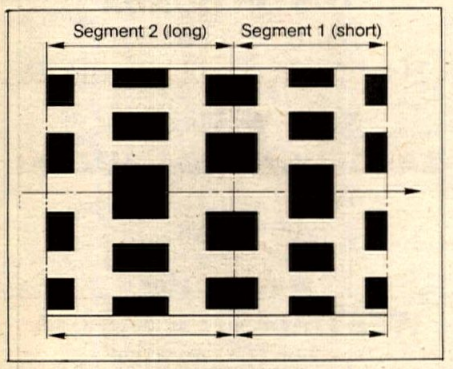
The carcass itself — in both the TKV11 and TKV12 — is built up of four rubberized rayon plies. According to Continental engineers, rayon is more temperature stable than the more-commonly-used nylon and more resistant to developing flat spots.

Special attention was devoted to reducing rolling resistance — Continental engineers claim rolling resistance is 10% less than competing tires at 124 mph — for both tires, which are rated for speeds exceeding 150 mph. During testing at Continental's banked-oval Contidrom test track, the tires were run at speeds up to 171 mph without problem.

During testing at the Autodromo do Estoril track in Portugal, the combination of the TKV11 and TKV12 tires on a stock 1984 Ninja GPz900R Kawasaki delivered much more traction than previous Continental tires.

No competitive brands were available for side-by-side testing at the Continental press introduction of the TKV11 and TKV12, and it will take a race track shootout to truly determine how the new Continentals ultimately rate against competing tires from Metzeler, Dunlop and Michelin. But rides on the track at Estoril demonstrated that Continental has succeeded in developing a high-performance street tire well-suited for use at speed on modern sport bikes. The Continentals are in the hunt as high-performance tires and represent a gigantic improvement over anything the company has ever offered. Traction under braking, during cornering,

The TKV11 rear tire is designed for use under wet conditions.



The TKC80's knob pattern helps reduce noise on pavement.

and accelerating off corners was excellent, even on the relatively-slick Estoril course under cool conditions. Top-speed stability was also excellent.

The compound used during the testing was the standard one; the special cold-weather and high-ambient-temperature compounds will be available later this year.

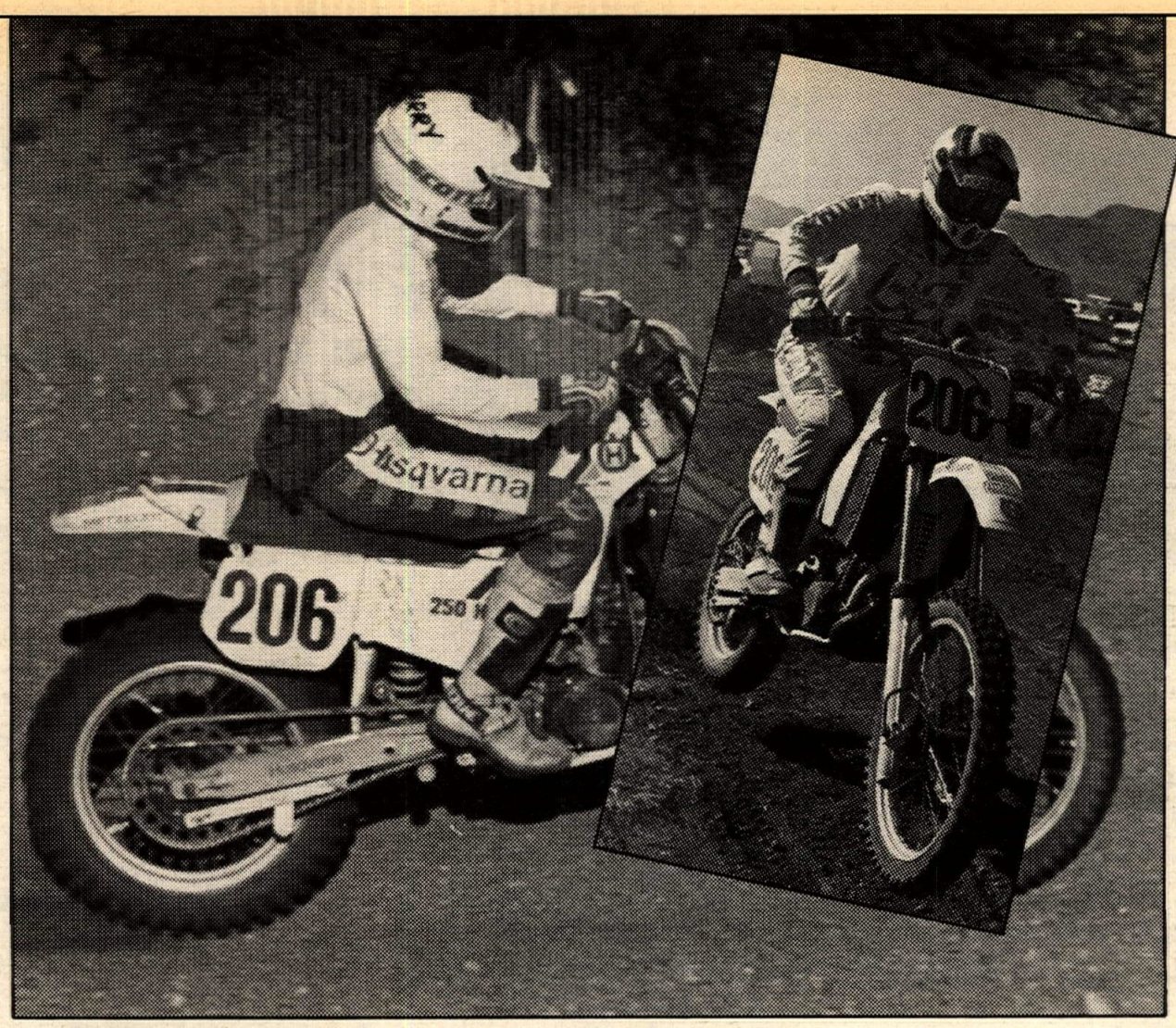
Aimed at an entirely different market but just as interesting is the Conti Twinduro TKC80, a dual-purpose DOT-rated tire with a knobby tread pattern.

The problem Continental engineers had to overcome to produce the TKC80 was the fact that heavy, knobby tread lugs needed for good off-road traction under wet and dry conditions produce high noise levels and are prone to chunking on pavement.

Like the TKV11 and TKV12 street tires, the TKC80 dual-purpose tire has a low-rolling-resistance rayon carcass, which produces a quieter and smoother ride with less heat buildup. The TKC80 tire uses three rayon plies and rubber compounds are selected to further avoid knob chunking at high road speeds.

And the individual knobs on the tire are varied in size and placement. That distributes the noise produced by the knobs over several frequencies between 15 and 40 hertz, compared to concentrated noise at 24 hertz for a more-normal knobby tire run on pavement. Because the noise is distributed over a broader frequency range, amplitude (sound level) is reduced and the tire sounds quieter on pavement.

Future projects being developed at Continental include the TKH17 touring tire designed to compete with the Dunlop Touring Elite and Metzeler ME88 Marathon, and a radial rear tire.●



Team Husqvarna members Larry Roeseler and Kurt Pfeiffer, hot off their 250 class win at the Mojave 250 desert race, made it two in a row with a resounding *overall* win at the 9th Annual Las Vegas 400.

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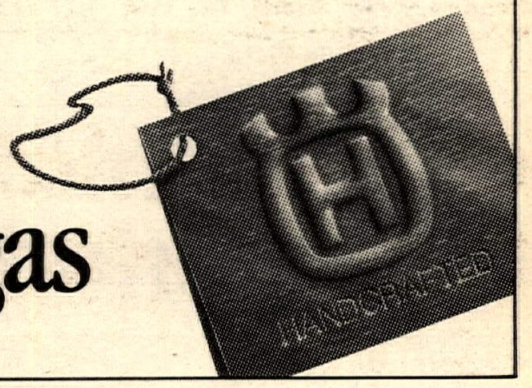

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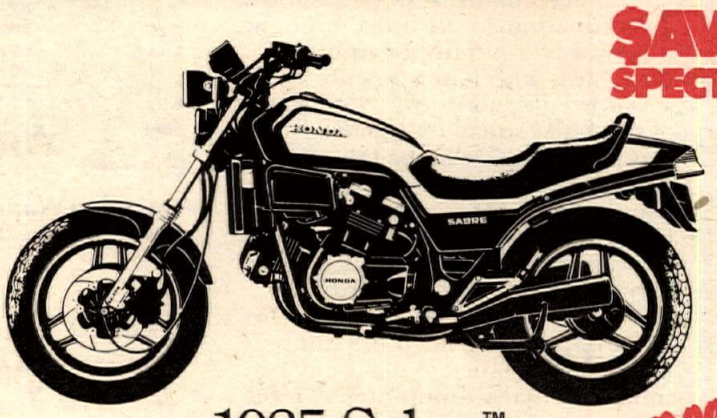

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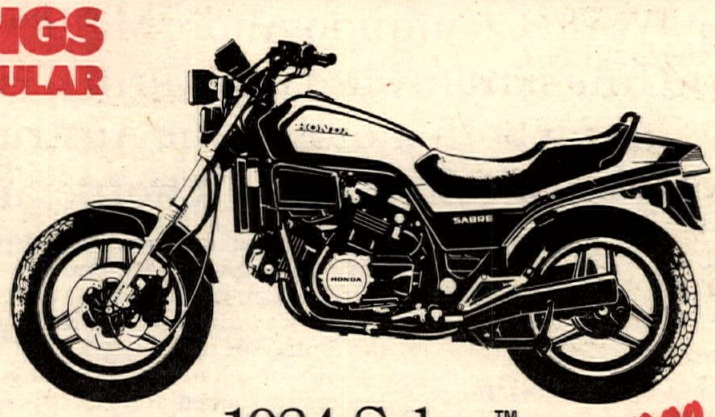

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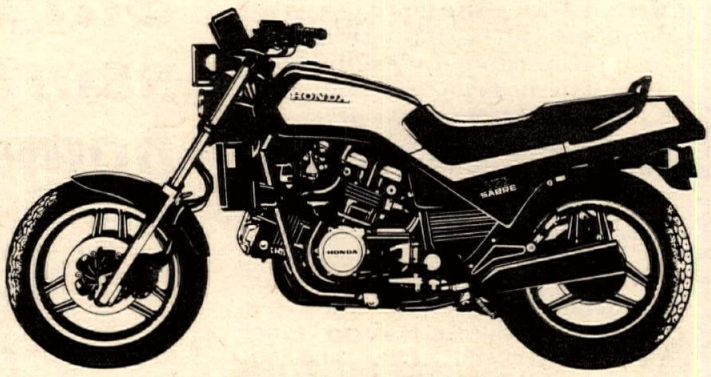

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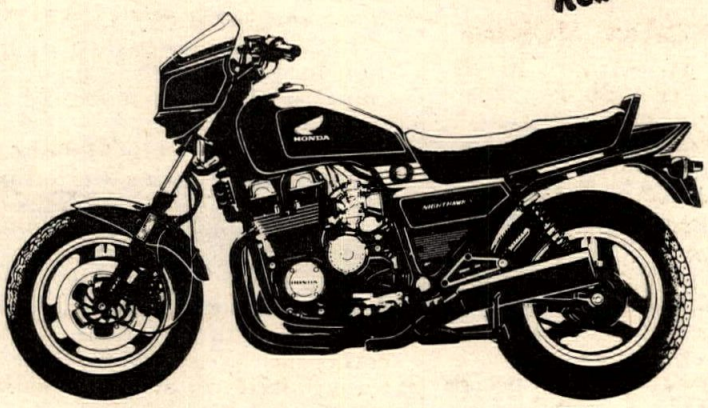

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At the start, Andre Malherbe (1) leads West German Werner Siegle (14), Honda rider Gerard Rond (61) and KTM's Kurt Nicoll (8).

PHOTOS BY RAY DANIEL

Jeremy Whatley leads Danny Chandler in the opening moto at Sittendorf. Whatley finished third, Chandler crashed and placed 10th.

World Championship 500cc MX Series: Round 1

Malherbe rules in Austrian opener

By Alex Hodgkinson

SITTENDORF, AUSTRIA, APR. 14

Reigning World Champion Andre Malherbe got off to a fine start toward his fourth series title by winning both motos in the Austrian GP, but Great Britain's Dave Thorpe and Jeremy Whatley are looking to make life tough for the Belgian as the duo came across the line 2-3 in both motos.

American Danny Chandler, riding under the KTM banner in his first European GP, carded a fourth in the first moto but crashed out of the second on the opening lap and sustained a hand injury. Chandler's 4-DNF was still good enough for 10th overall.

Malherbe looked fresh as a daisy after his two wins and he declared, "There were no problems. I feel good and I think I will be even faster in a couple of weeks."

But the two Brits also looked as if they could have done it all again. And Thorpe, with his thumb injury thankfully behind him, was just as confident as his Honda teammate of the title. "Pirelli offered us each experimental tires made of a special hard compound because of the danger of punctures here," said Thorpe. "We only had two each so they had to be kept for the races. I used one in the first race but unfortunately they did not provide sufficient grip and I had to settle for second place.

"I felt I could have had Andre in race two after switching back to sand-cross covers and I almost sneaked past once. Still, I am not disappointed. I've got 34 points and he knows that I'm there!"

Indeed, as the two Hondas crossed the line in tandem way ahead of the opposition, so did everyone else.

But perhaps the happiest man of all was Whatley. On his 500cc GP debut he kept tire troubled Thorpe in sight throughout race one and finished way ahead of the rest after carving his way through to gain another third place in race two.

With no chance of catching the leaders he looked almost too casual in the closing laps of the day and admitted that he had expected it to be harder. "If I had relaxed like that in the 250s there would have been half a dozen riders past me."

But as always when there is jubilation for some, there is anguish for others, and nowhere more so than in Team Green.

After the race, Georges Jobe blamed poor starts and other riders falling in his path for his meager points tally but the world number two looked lackluster all weekend.

With David Watson still suffering somewhat with his left leg, particularly after falling on it in a slower corner near the end of race one, the team looked to Laurence Spence to save the day, but he too ended further down in the results than expected, after stalling in both races.

Irishman Spence made tremendous headway in race two after stalling at the start. He passed half the field within a lap and by half distance had caught Jobe only to sit on his tail for the rest of the race — sometimes it is more difficult to pass teammates than rivals!

Consolation for team chief Alec Wright however, came not only in the performance of Whatley but also Michele Magaroto, who took a splendid fourth overall on production machinery and Jean-Jacques Bruno, who led the second race from the start and kept ahead of the green works bikes to the flag.

Also down in the dumps was Yamaha. As expected, only Hakan Carlqvist was at the start for them but a lack of physical fitness saw him withdraw after 15 minutes in fourth place. Carla's departure left the way clear for Chandler to challenge Silkolene teammate Whatley for third place but the KTM was never allowed to get too close. Troubled with his rear shock in the closing laps, Magoo was content with fourth.

The second time out, Magoo's determination to do better brought no rewards as he clipped Andre Vromans' rear wheel on a downhill and sustained a hand injury. So the best of the KTM squad on home ground was Kurt Nicoll, who had two steady rides for fifth overall in what he could only report as a pretty uneventful day until the front forks began to play up in the closing minutes, probably caused by a broken spring.

Despite their one-two, Honda also had disappointment in the camp as Erik Geboers failed to make any real impact, actually dropping down the field in each race from satisfactory starts. He is still troubled by the leg he broke at Hawkstone last July.

The final two Britons, the White Power duo of Graham Noyce and Mervyn Anstie, also failed to get into the points with frustrating races after good performances in qualifying.

Noyce went down early in race one, bending the front brake lever and then had the same brake jam on solid within 300-yards of the start of race two when Freddi Arn fell in his path and the ex-champ could not avoid a collision.

The results were, as is traditional at Sittendorf, full of surprises and put even more pressure on teams in France for next weekend's GP. Jobe and Geboers, in particular, need good results while Malherbe, Thorpe and Whatley will all want to build on round one. ●

Results

1. Andre Malherbe (Hon) 1-1; 2. Dave Thorpe (Hon) 2-2; 3. Jeremy Whatley (Kaw) 3-3; 4. Michele Magaroto (Kaw) 5-4; 5. Kurt Nicoll (KTM) 6-8; 6. Claudio DeCarli (Hon) 9-5; 7. Georges Jobe (Kaw) 7-9; 8. Erik Geboers (Hon) 11-6; 9. Laurence Spence (Kaw) 8-11; 10. Danny Chandler (KTM) 4-*; 11. Jean-Jacques Bruno (Kaw) *-7; 12. Werner Seigle (KTM) 13-10; 13. Jaak Van Velthoven (KTM) 10-*; 14. Gerard Rond (Hon) *-12; 15. Andre Vromans (Hon) 12-*; 16. Franz Ochsenhofer (Suz) *-13; 17. Dave Watson (Kaw) 14-15; 18. Ivan Van den Broeck (Mai) *-14; 19. Giusseppi Grola (Kaw) 15-*

* Indicates a finish out of the top 15.

POINT STANDINGS: 1. Malherbe (40); 2. Thorpe (34); 3. Whatley (30); 4. Magaroto (24); 5. (TIE) Nicoll/DeCarli (18); 7. Jobe (16); 8. (TIE) Geboers/Spence/Chandler (13).

Reigning World Champ Andre Malherbe won both motos in Australia.

World Championship 125cc MX Series: Round 1

Dutchman Strijbos scores on home turf

OSS, HOLLAND, APR. 14

For the second year in a row, Dutchman Davey Strijbos won his home country's GP, this time held at the Oss circuit near the West German border. Honda rider Strijbos sped to the win by an impressive 44 seconds in moto one —taking a hard fall along the way. In the second moto, Strijbos took yet another fall but still copped the win.

The opening lap of the first moto saw three different leaders on the circuit — first Swede Jeff Nilsson held the point, then Strijbos. When Strijbos went down, Jacky Martens picked up the slack aboard his electronic power-valved works KTM and led for the next four laps, at which point Strijbos navigated through the soggy mess and into the lead.

At the finish, it was Strijbos an "easy" winner over Martens, with

Pekka Vehkonen copping third after battling at times with both Strijbos and Martens.

It was Finland's Vehkonen at the head of the action on the start of moto two with Nilsson in tow, but Strijbos was soon pressuring the pair. After taking a fall on lap two, Strijbos made his way past Martens and then leader Vehkonen by the end of lap five. Strijbos won over Vehkonen by 19 seconds.

Third spot turned into a battle between Martens, KTM's Kees Van der Ven and John Hensen. Van der Ven secured the spot on the last lap over teammate Martens. •

Results

1. Davey Strijbos (Hon) 1-1; 2. Pekka Vehkonen (Cag) 3-2; 3. Jacky Martens (KTM) 2-4; 4. John Hensen (Hon) 4-5; 5. Kees Van der Ven (KTM) 9-3; 6. Jeff Nilsson (Suz) 5-7; 7. Arno Panttilla (KTM) 7-6; 8. Corrado Maddii (Cag) 6-9; 9. Michel Masset (Kaw) 12-10; 10. Ronald Verhaegen (Hon) *-8; 11. Pete Goolearts (Suz) 8-*; 12. Christian Vimond (Yam) 10-*; 13. Romano Nannini (KTM) *-11; 14. Mike Kouki (Suz) 11-*; 15. Michele Fanton (Yam) *-12; 16. Alwin Van Asten (Suz) 13-15; 17. Antoon Priuumboom (Hon) *-14; 18. Hakan Housby (Kaw) 14-*; 19. Eric Lummen (KTM) 15-*.
* Indicates finish out of the top 15.

World Championship 250cc MX Series: Round 2

Two in a row for Vimond

PAYERNE, SWITZERLAND, APR. 14

Frenchman Jacky Vimond stretched his lead to 22 points over Italian Michele Rinaldi by topping Rinaldi for the win on a water-logged track in the Swiss GP at Payerne. Yamaha's Vimond, winner of the South African GP, posted a 2-1 tally to best Rinaldi's 1-4 and reigning series champ Heinz Kinigadner's 4-7 in the final results.

Rinaldi took his Suzuki to the front at the start of moto one and led the distance, pressured most of the way by KTM rider Arno Drechsel. The gearbox on Drechsel's bike gave up three laps from the end, putting him in the DNF column.

Vimond, running close to Drechsel, dispensed with his goggles late in the moto and took over second when Drechsel dropped out. Vimond finished 48 seconds behind winner Rinaldi. Maurizio Dolce, Kinigadner and Marc Velkeneers rounded out the top five.

In the second moto, Vimond left the pack on the start and won over Drechsel by 13 seconds, despite taking a fall en route. Drechsel, too, went down on the same lap, but managed to hold on to his runner-up spot all the way. Frenchman Patrick Fura came through for third ahead of Rinaldi.

Kinigadner crashed his works KTM twice on the opening lap, but struggled back to finish seventh. Swede Jurgen Nilsson, second in points going in, took a sixth in the first moto but failed to score points in moto two, dropping him to third in the standings behind Vimond and Rinaldi. •

Results

1. Jacky Vimond (Yam) 2-1; 2. Michele Rinaldi (Suz) 1-4; 3. Heinz Kinigadner (KTM) 4-7; 4. Patrick Fura (Hon) 11-3; 5. Marc Velkeneers (Mai) 5-9; 6. Arno Drechsel (KTM) *-2; 7. Gert-Jan Van Doorn (Hon) 9-8; 8. Maurizio Dolce (Hon) 3-*; 9. Soren Mortensen (Kaw) 8-12; 10. Henk Van Mierlo (Hon) *-5; 11. Dirk Guekens 15-6; 12. Jurgen Nillson (Hus) 6-*; 13. Alberto Barozzi (Yam) 7-*; 14. Timo Taimi (Hus) *-10; 15. Yuri Khudiakov (KTM) 10-*; 16. Roland Diepold (Kaw) *-11; 17. Yannig Kervella (Hon) 13-14; 18. Jorgen Schachinger (Hon) 12-*; 19. Ari Viiri (KTM) 8-13; 20. Zdenek Antony (Kaw) 14-*.
* Indicates finish out of the top 15.

POINT STANDINGS: 1. Vimond (72); 2. Rinaldi (50); 3. Nilsson (41); 4. Fura (40); 5. Drechsel (37); 6. Kinigadner (30); 7. Van Doorn (29); 8. Velkeneers (25); 9. (TIE) Anders Eriksson/Dolce (21).

TEXAS SPEED WEEKEND

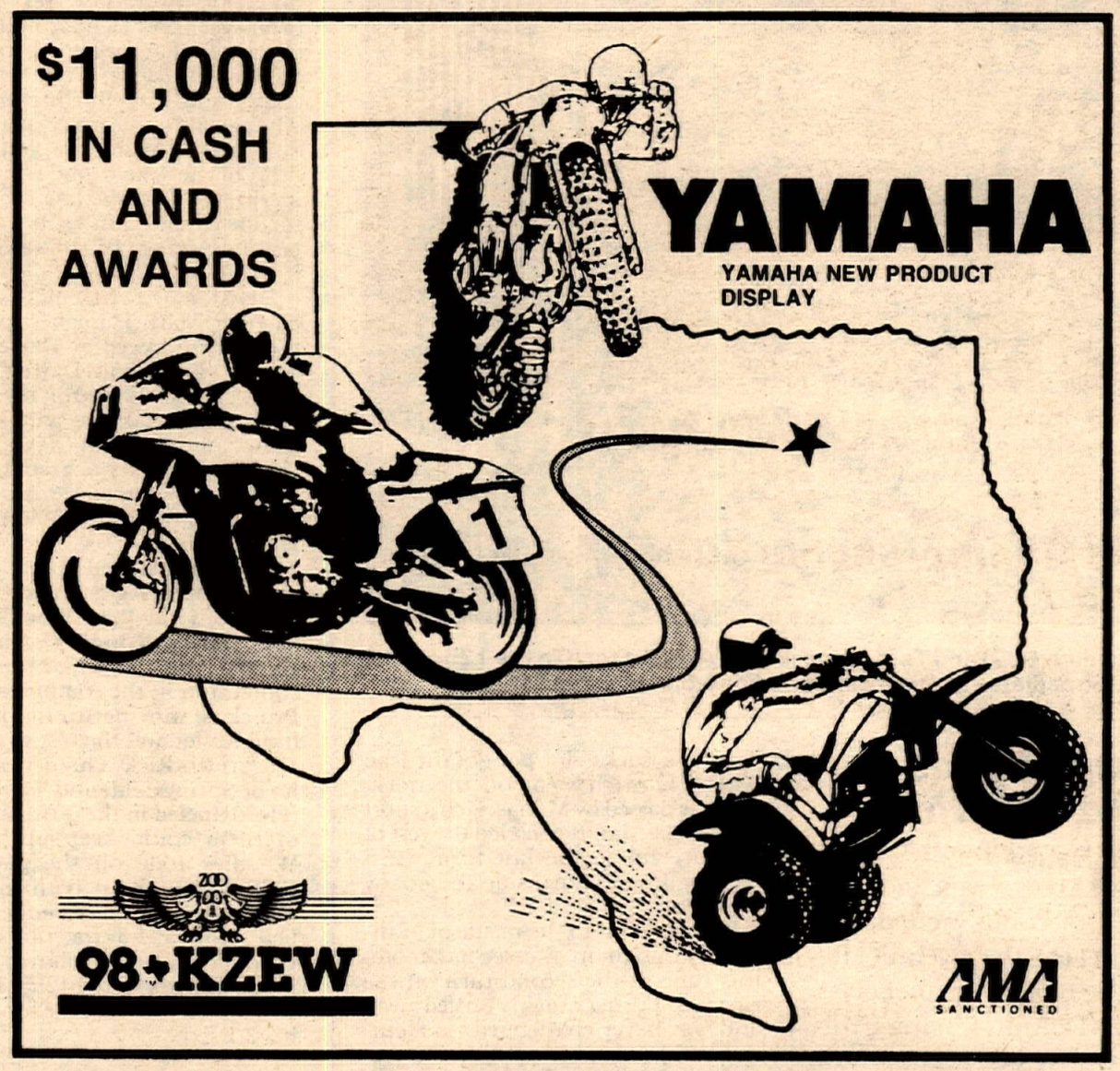

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PHOTO BY NATE RAUBA

Larry Benedict (667) and Terry Szucsko (97A) went for it in the 125cc and 250cc Intermediates at DeAnza. Benedict won the 250s.

Streng strikes DeAnza Novices

By Nate Rauba

SUNNYMEAD, CA, APR. 21

A pair of seconds netted Pat Streng (Yam) the overall victory in the 125cc Beginner class at today's DeAnza Racing Club MX. While Streng rode consistently to second in both motos, the winners of each heat couldn't put two strong rides together.

Streng grabbed the lead at the start of the first moto ahead of Tony Camarena (Hon), Kevin Thorn (Hon), and Tracy Laye (Kaw). Laye stalled in a tight hairpin, causing a massive pileup, giving Streng, Camarena, and Thorn a big lead. Streng was being pressured by Camarena, while Thorn began to drop back. Camarena got by Streng on the third lap, and Ruben Grijalva (Yam) came up to pressure Thorn for third. For the remainder of the race Streng never let Camarena out of his sight, but he couldn't get close enough to the Honda pilot to make a bid for the lead. Thorn held off the attacks of Richard Geraghty (Yam) and Jess Carmona (Hon) to take third.

Streng again led the start of moto two with Geraghty and Laye following. Laye passed them both on the first lap and quickly moved away, while Streng put some distance on Geraghty. Camarena moved up to third on the second lap, but a lap later fell back to sixth. From then on the order was set, as Laye rode on to take the win with Streng second, ahead of Geraghty, Ruben Grijalva (Yam), Carmona, and Camarena. Streng was the overall winner, and Geraghty nailed the runnerup position over Camarena.

Cagiva's Ron Turner took wins in the 125cc and Open Pro classes. On his WMX500, Turner easily put away his only other competitor, Tom Combs (Kaw), in both motos.

Winning the 125cc class was a little more difficult for Turner. Chris Heinrich (Kaw) led about half of the first moto as Turner stayed right on his tail, with Jeff Matiasevich in Turner's tracks. Turner got the lead when Heinrich went off the track, but was passed by Matiasevich a short time later. Matiasevich led the rest of the race up to the last turn when Turner dove to the inside and got by for the win.

Turner went to the inside of Matiasevich again in the second moto, this time in the second turn on the first lap. Turner quickly pulled away and was never challenged, as Heinrich held second a comfortable distance clear of Matiasevich for most of the race.

Results

PEE WEE 1: 1. Jimmy Varis (Yam); 2. Jerry Aleman (Yam); 3. Jason Ramos (Yam).
PEE WEE 2: 1. Chris Wheeler (Yam); 2. Eric Schnell (Suz).
PEE WEE 3: 1. Brian Peterson (Kaw); 2. Greg Schnell (Kaw); 3. Chris William (Suz).
MINI BEG: 1. Brett Byard (Yam); 2. Mike Chism (Kaw); 3. Mark Ehrhardt (Hon).
MINI NOV: 1. Jeff Fine (Kaw); 2. Phil Niblack (Yam).
MINI INT: 1. Larry Laye (Yam); 2. Dana Wiggins (Suz); 3. Brandon Sperling (Suz).
125 BEG: 1. Pat Streng (Yam); 2. Richard Geraghty (Yam); 3. Tony Camarena (Hon).
125 NOV: 1. Kevin Neel (Kaw); 2. Rob Sassen (Cag); 3. Philip Gould (Kaw).
124 INT: 1. Gary Lacy (Kaw); 2. Larry Benedict (Kaw); 3. Terry Szucsko (Kaw).
125 PRO: 1. Ron Turner (Cag); 2. Chris Heinrich (Kaw); 3. Jeff Matiasevich (Kaw).
250 BEG: 1. Mike Palumbo (Hon); 2. Robert Muckelroy (Yam); 3. Ryan Shaffer (Hon).
250 NOV: 1. Ron Urman (Yam); 2. Dan Money (Hon); 3. David Spencer (Kaw).
250 INT: 1. Larry Benedict (Kaw); 2. Darrin Hoeft (Hon); 3. Terry Szucsko (Kaw).
250 PRO: 1. Greg Zitterkopf (Hon); 2. Matt Tedder (Hon); 3. Mark Decker (Yam).
OPEN BEG: 1. Greg Smith (Yam); 2. Lucky Hoffman (Hon); 3. Bryan Emmons (Suz).
OPEN NOV: 1. Michael Phillips (Hon).
OPEN INT: 1. Bart Hitt (Mai).
OPEN PRO: 1. Ron Turner (Cag); 2. Tom Combs (Kaw).
VET JR: 1. Lee Dunstan (Suz); 2. Chris Tuttobene (Yam); 3. Jeff Patterson (Hon).
VET INT: 1. Kitty Mayfield (Suz); 2. Richard Bealer (Yam); 3. Steve Temple (Yam).
VET SR: 1. Jon Hall (Kaw); 2. Larry Lowen (Suz).
WOMEN: 1. Leilani Emary (Suz).

Keller, Rotherham claim Clarks Branch MX wins

By Clay Light

ROSEBURG, OR, APR. 14

Roseburg Honda's Rodney Keller continued his reign over Clarks Branch Raceway, once again topping the 250cc Pro class on his Honda CR250R after demolishing both motos. Southern Oregon speedster Dennis Rotherham rode his Honda to a win in the 250cc B class, using a 1-2 tally to nab first place brass.

Action in the 125cc B class was split into two divisions due to the number of riders. The first division opening moto saw Jerry Aicher (Yamaha Sport Center) motor to the checkered flag for a total rout of the class, pursued by Brian Summerlin (Kaw) and Ray Burlington (Kaw). The second moto once again saw a Summerlin/Aicher swapfest from the drop of the gate to the finish. Summerlin took charge late in the moto for the overall win with a 2-1 tally, beating Aicher (1-2) and Burlington (3-4).

Division two's first moto saw Honda rider Mark Hamaker jump into the lead, followed by Darrell Woulbrandt (Kaw) and Darren Clayton (Hon). Hamaker held off the advances of Clayton to take the win, but in the second outing it was Clayton getting the edge necessary to grab the win on his Honda. Hamaker took a second ahead of Woulbrandt and Lance Holder (Suz).

Pro racing stirred up lots of excitement as Keller got holeshot honors ahead of rival John Woodley (Hon) and Curtis Rough (Yam). Chad Klingbeil (Hon) pushed himself into contention in the combined 250/125 Pro class, moving up to fourth. Behind Keller and the rest of the pack, 125cc riders Ricky Gunderson (Yamaha of Springfield) and Troy Coburg (Hon) dueled in the dust, but neither of them could keep up the pace. Woodley rode on the gas behind Keller throughout both motos and earned second place money. Klingbeil took a 4-3 for third overall. Gunderson and Coburg swapped moto finishes in the 125cc Pro class, which had Coburg take top pay with his 2-1 score.

Results

OPEN INT: 1. Scott Russell; 2. Dean Johnson.
OPEN JR: 1. Ross Boedner; 2. Fred Periani; 3. Ron Cornielison.
250 PRO: 1. Rodney Keller; 2. John Woodley; 3. Chad Klingbeil.
250 INT: 1. Dennis Rotherham; 2. Tim Stillion; 3. Ted Perreard.
250 JR: 1. Jerry Breavy; 2. Rick Roberts; 3. Dan Summerlin.
125 PRO: 1. Troy Coburg; 2. Rick Gunderson.
125 INT: 1. Gary Beyer.
125 JR DIV 1: 1. Brian Summerlin; 2. Jerry Aicher; 3. Ray Burlington.
125 JR DIV 2: 1. Darren Clayton; 2. Mark Hamaker; 3. Darrell Woulbrandt.
80 INT: 1. Monty Spaulding.
80 JR: 1. Chad Berry; 2. Chuckie Standeford; 3. Scott Nored.
60 INT: 1. Ryan Huffman.
60 JR: 1. Zach Rund; 2. James Cook.
30-40: 1. Rick Smith; 2. Frank Hines.
OLD TIMER: 1. Charles Standeford; 2. Elmer Riemer.

Coons, Lindsay hot at PIR

By John Arthur Burrus

PHOENIX, AZ, APR. 12

David Coons thrashed his East Side Performance-sponsored 1100cc Suzuki Katana to decisive Formula 1 and Super Street A wins at Phoeniz Road Racing Organization's (PRRO) all-bike Sunday at Phoenix International Raceway. Hard-riding honors and two wins also went to Stock Production D and Super Street D rider Doug Lindsay on a Lindco Equipment/TNT Total Performance Engineering-backed Yamaha RZ350. Lindsay kept the little RZ in the front of the pack all afternoon, and that company included significantly larger bikes.

Returning to PRRO racing, Mike Williams borrowed Craig Martin's 500 Interceptor for Stock Production C and D racing and established a comfortable lead by the third of 15 laps. While Williams cruised, Scott Willock, on a Performance Consultants RZ350, tried to hold off Lindsay. Trading second and third overall spots five times, Lindsay finally prevailed by half-a-bikelength. Joe Shelton was right behind on a Kingman Cycle Works/HPS Oils FJ600 for second in Stock Production. "Stormin' Norman" Benedum rode the Rising Sun Cycle/Quadrifoglio GS450 Suzuki to fifth overall and third in Stock Production D.

For Super Street C racing, Williams borrowed Bennett Dorrance's 550 Suzuki and almost managed another first overall. Early laps belonged to Chuck Crawford on a Performance Consultants/Bennis Racing Yamaha Seca 550. But as the competition got going between Williams and RZ500-mounted Wayne Martella, and between Super Street D riders Willock and Lindsay, Crawford was wedged into the number five spot. Williams was ahead on the white flag lap, but Martella was there first for the checkers. Lindsay was next for the Super Street D trophy, followed by Willock, then Crawford, then Norm Benedum on a Suzuki GS450 for third Super Street D.

Coons came out to race the big guys in the Super Street A and B event and managed to keep the front wheel of his Katana fairly well stuck to the tarmac, at least on the straightaways. Overtaking Kawasaki 900 Ninja-mounted Greg Wing (Motorcycle & Marine/Wing Racing) just past mid-race, Coons' enthusiastic riding style earned him the Super Street A trophy by several seconds. Wing was second, and Jeff Anderson rode Kevin Elliott's Kawasaki 750 Turbo to third. Then came Tom Moore on a 1000 Ducati for the Super Street B win.

Piloting Richard Kohn's 900 Ninja, Williams got a late start for the Formula event 1 but threaded his way through all the traffic except one scooter for second place. Coons rode on the outer limits and led every lap for the F1 trophy; Wing was third.

Results

OPEN VINTAGE: 1. Mike Ross (Hon); 2. John Scott (Tri).
0-600 VINTAGE: 1. Mick Frew (Yam); 2. Bill Fennessy (BSA); 3. Bill McLain (Hon).
STK PROD A: 1. Kevin Elliott (Kaw); 2. Jeff Udell (Kaw); 3. Richard Kohn (Kaw).
STK PROD B: 1. David Wright (Hon); 2. Lawrence Baker (Hon); 3. Tom Moore (Duc).
STK PROD C: 1. Mike Williams (Hon); 2. Joe Shelton (Yam); 3. Benny De Baca (Kaw).
STK PROD D: 1. Doug Lindsay (Yam); 2. Scott Willock (Yam); 3. Norm Benedum (Suz).
SUPER STREET A: 1. David Coons (Suz); 2. Greg Wing (Kaw); 3. Jeff Anderson (Kaw).
SUPER STREET B: 1. Tom Moore (Duc); 2. Jeff Homolka (Suz); 3. Joe Pulice (Suz).
SUPER STREET C: 1. Wayne Martella (Yam); 2. Mike Williams (Suz); 3. Chuck Crawford (Yam).
SUPER STREET D: 1. Doug Lindsay (Yam); 2. Scott Willock (Yam); 3. Norm Benedum (Suz).
F-1: 1. David Coons (Suz); 2. Mike Williams (Kaw); 3. Greg Wing (Kaw).
F-2: 1. Wayne Martella (Yam); 2. Craig Martin (Yam); 3. Doug Lindsay (Yam).

Richards mighty in mini ST/TT

By M. Orr

BOYD, TX, APR. 7

Bill Richards, Jr. had it all dialed in as he went four-for-four in Mini class racing at Mike Kidd's Boyd Raceway. Today's events were the second half of a weekend double header, which attracted riders from a five state area. Richards walked away in today's round with the most wins, having done damage in the 60cc and 80cc A short track mains, and the 60cc and 80cc combined A and B class TT events.

Richards led the 60cc short track main event for six laps, then Charles Fontenot went inside coming out of

turn four to take the lead. Fontenot fell in turn two and Richards took the win with Derick Whitener in second place. Richards led the 80cc short track main wire-to-wire, with Mark Burch finishing in second place ahead of Roger Sedarat.

In the 60cc TT main, Whitener got the holeshot and Richards got sideways in the first turn going to the infield. Fontenot slammed into Richards and both riders went down. Richards recovered quickly and took off to catch the pack. On lap seven, Whitener got sideways in the number one turn and Richards was there to take over the lead, with Whitener placing second. Richards again led the 80s wire-to-wire, with Sedarat taking second place ahead of Burch.

National riders Terry Poovey, Bill Herndon and Charlie Orr led the Open Pro short track heats with one win each. Poovey got the holeshot in the main event on his Gardner Racing/Shoei Helmets-backed Harley, followed by Herndon and Orr. Kenny Tolbert, Rusty Gourley and Jeffrey Shelton followed in a tight race out of the number two corner. Herndon pulled even with Poovey on laps five and seven, but couldn't make the pass and Poovey took the checkers first. Billy Orr came from seventh place to finish in fourth ahead of Tolbert, but couldn't catch brother Charlie, who was all alone in third place.

Mike Moore took the 250cc TT heat race ahead of Kregg Bentley and Eddie Kauffman. Bentley was first into the corner in the main, followed by Moore, Ed Meyer and Kauffman, but Moore took over the lead out of the turn. After a bad start, Bobby Shaw passed James Harris over a jump and Meyer in a hairpin turn coming out of the infield on the first lap. Bentley went inside in turn four to finish lap one in the lead, but lost it again to Moore on the back straight. On lap two, Shaw got around Kauffman in the right-hand turn and on the final lap went around Bentley on the outside of the first turn to take second place. The checkered flag went to Moore first, then Shaw, Bentley and Kauffman.

The Pros ended the day on the TT track. Arlington Honda/Race Ready-sponsored Charlie Orr got the holeshot ahead of Herndon, Poovey and Kevin Dubay. Poovey, favoring a shoulder injury sustained the previous night, dropped back into the pack. Orr stretched his lead to half-a-lap at the finish, while Herndon held a comfortable second ahead of Dubay. Shaw completed the race in fourth ahead of Billy Orr and Gourley.

Results

SHORT TRACK

60: 1. Bill Richards Jr. (Hon); 2. Derick Whitener (Yam); 3. Charles Fontenot (Kaw).

50: 1. Charles Fontenot (Yam); 2. Brian Miskovski (Yam).

80 B: 1. Mark Burch (Hon); 2. Derick Whitener (Yam).

80 A: 1. Bill Richards Jr. (Hon); 2. Roger Sedarat (Kaw).

125: 1. Kevin Dubay (C-A); 2. Ed Meyer (Suz).

250: 1. Alan Powers (Yam); 2. Randy Prince (Hon); 3. James Harris (Hon).

OPEN AM: 1. Steve Miller (Hon); 2. Tim Sanderson (Hon); 3. Alan Powers (Yam).

OPEN PRO: 1. Terry Poovey (H-D); 2. Bill Herndon (Hon); 3. Charlie Orr (Hon).

TT

60: 1. Bill Richards Jr. (HOn); 2. Derick Whitener (Hon); 3. Charles Fontenot (Kaw).

50: 1. Charles Fontenot (Yam); 2. Brian Miskovski (Yam).

80 A-B: 1. Bill Richards Jr. (Hon); 2. Roger Sedarat (Kaw); 3. Mark Burch (Hon).

125: 1. Jack Surber (Kaw); 2. Ed Meyer (Suz).

OVER 30: 1. Eddie Kauffman (Hon); 2. J.C. Bill (KTM); 3. Harry Rardin (Hon).

250: 1. Mike Moore (Kaw); 2. Bobby Shaw (Suz); 3. Kregg Bentley (Hon).

OPEN AM: 1. Kirk Tyer (Yam); 2. Ron Roberts (Hon); 3. Kerry Wood (Hon).

OPEN PRO: 1. Charlie Orr (Hon); 2. Bill Herndon (Hon); 3. Kevin Dubay (Hon).

Hoenshell tops interstate Experts

By Tim Tolleson

OKLAHOMA CITY, OK, APR. 7

Clay Hoenshell returned to Oklahoma City Easter Sunday for round four of the Honda State Championship series and walk away with the top honors in both 125cc and Open Experts. Tommy Newman continued his domination of the 125cc Amateurs with two moto wins.

Hoenshell put his Suzuki RM125 ahead of the Kawasakis of Rodger McBride and Paul Stine at the start of the first 125cc Expert moto and was never challenged. Stine and McBride were side-by-side down the front straight; McBride slammed the gate on Stine in the second corner and held onto second for the next two laps. Stine made his move on the third lap and dropped McBride to third. The positions were set for the rest of the moto with Hoenshell styling to a big win over Stine and McBride.

Just to make things interesting, Hoenshell let the pack get to the first turn before taking off in the second moto. While Stine and McBride fought over the lead, Hoenshell reeled them in. By the end of the third lap, he took the lead and ran with it. Stine finished a distant second for second overall ahead of McBride.

Greg Brown powered his M-Star to the first-moto holeshot in the Open Experts over Hoenshell, Yamaha-mounted Jim Thomas and Stine. Hoenshell applied heavy pressure to Brown, took over the lead on the third lap and styled his Suzuki to an easy win over Brown and Stine. Hoenshell led the second moto from start to finish, while Brown and Thomas fought over second. A miscue late in the moto dropped Brown to fourth, which caused a three-way tie for second. Thomas' 4-2 rides were good for second overall, while Stine's 3-3 efforts edged Brown's 2-4 scores for third overall.

In the 125cc Amateurs, Newman holeshot the first moto ahead of Kenny Castor (Hon), Steve Forkner (Suz) and Nate Britt (Yam). Honda pilots Brett Shumate and Bobby Sanford tangled in the first turn and went down. Shumate remounted behind the pack, but Sanford's day had ended. Meanwhile, Forkner went down, and Newman and Castor fought for the lead. Castor grabbed the lead over the doubles, but Newman quickly put his KX out front and began to pull away. He finished 10 seconds ahead of Castor, who had four seconds on Forkner. Shumate finished seventh.

Newman claimed the second-moto holeshot ahead of Forkner and Castor. The Suzuki pilot went down on the first lap, and Castor attempted to reel in Newman, who had stretched his lead by three seconds. The Honda rider maintained Newman's pace for half the moto, then Newman began to pull away. He finished six seconds ahead of Castor, while Shumate edged Forkner out for third. However, Forkner's 3-4 rides earned him third overall over Shumate.

Results

PEE WEE: 1. Robbie Reynard (Yam); 2. Shawn Mann (Yam); 3. Ricky Nix (Suz).

MINI MINI: 1. Robbie Reynard (Kaw); 2. Chris Shelton (Hon); 3. Brandon Lacey (Hon).

MINI BEG: 1. David Keller (Kaw); 2. Jeff Dumas (Kaw); 3. Jerry Story (Yam).

MINI JR: 1. Brandon Lacey (Hon); 2. Jason Burgess (Hon); 3. Chris Shelton (Hon).

Vance, Hines & Accel: New Record Holders

Terry Vance didn't get to be a 10-time National Champion by being slow. At the IDBA Spring Nationals, he again proved he is the best there is. Terry rocked the quarter-mile track with an incredible 161.14 MPH at 8.28 seconds! And to make it the new Pro Stock record, he backed it up with a 160.85/8.3.

Terry only uses high-performance Accel ignition parts on his Pro Stock motorcycle, including Accel's Super Coils™. These ultra-high-output ignition coils are specially designed for high-revving machines, giving you extra power from the green light to the finish line.

Accel: The Good Stuff. The world leader in performance ignition parts. The record book proves it.

Accel, P.O. Box 142, Branford, CT 06405

ACCEL
The good stuff

PHOTO BY MICHAEL GREEN

Former Grand National Champion Dick Mann piloted his Matchless to overall victory at the CVRG's vintage motocross at Sand Hill Ranch.

MINI INT: 1. Chance Matthews (Hon); 2. Brandon Farmer (Yam); 3. Clay Lepchenske (Yam).
MINI SR: 1. Jeff Emig (Kaw); 2. Scotty Matthews (Hon); 3. Jon Garner (Kaw).
105: 1. Jeff Emig (Kaw); 2. Scotty Matthews (Hon); 3. Trey Owens (Kaw).
BEG: 1. Tommy Holder (Kaw); 2. Doug Johnson (Yam); 3. Leland Long (Yam).
OVER 30: 1. Jim Thomas (Yam); 2. Bill Denton (KTM); 3. Tony Greenwood (Hon).
125 NOV: 1. Jason Jarrett (Kaw); 2. Scott Finkenstaedt (Kaw); 3. Jeff McCauley (Yam).
125 INT: 1. Tommy Newman (Kaw); 2. Kenny Castor (Hon); 3. Steve Forkner (Suz).
125 EX: 1. Clay Hoenshell (Suz); 2. Paul Stine (Kaw); 3. Rodger McBride (Kaw).
250 NOV: 1. David Stout (Hon); 2. Jeff McCauley (Yam); 3. Dane Hillary (Hon).
250 INT: 1. Mike Smith (Suz); 2. Kerry Thomas (Suz); 3. Mike Ables (Suz).
500 NOV: 1. Scott Roper (KTM); 2. Steve Caruso (Yam); 3. Marvin Mussyal (Mai).
500 INT: 1. Nate Britt (Yam); 2. John Davis (Kaw); 3. Brett Porter (M-S).
500 EX: 1. Clay Hoenshell (Suz); 2. Jim Thomas (Yam); 3. Paul Stine (Suz).

Mann masters CVRG vintage MX

By Michael Green

BRENTWOOD, CA, APR. 14

Dick "Bugsy" Mann, promoter of the California Vintage Racing Group's (CVRG) Vintage MX, took both Expert class and overall finishing honors with wins in both motos. The novel event at Sand Hill Ranch saw Mann win on an aging 500cc Matchless, but there were several other machines of long-ago on the track, including BSAs, CZs, CCMs, Rickmans and Velocettes. One of the more "modern" bikes was the Suzuki TM of Ernie Cabral, who finished fourth overall.

Twenty riders arrived early Sunday morning for what was to be a very laid back day of racing vintage dirt bikes with the California Vintage Racing Group. The CVRG rules allow any motorcycle model up to, and including 1974. Under the rules, a maximum of seven inches of travel up front and four inches in the rear is a must, unless documented specification exists that shows more than that of the class limit. Machines and rider classifications both varied, mixing Experts and Amateurs on the front row of the two-wave start and Novice riders following on the second wave.

The noise was unreal when the flag dropped for the start of moto one. Bill McClinton, on a BSA B50MX and Jim McClinton, on a CCM, led into turn one with Mann's Matchless not far behind. By turn three, Mann was off by himself to see how many rider he could lap. Fred Mork (CZ) almost crashed into a berm on lap one, somehow stayed on, but stalled his engine and lost valuable time on the leaders.

Within moments, the second wave was rushing away from the starting line, with Butch Cochran's 650cc Chenney-Triumph getting the holeshot. It wasn't long before Cochran was cutting through traffic of the first wave in hot pursuit of Mann. But Mann was riding in great form, and had his Matchless going wide-open.

Moto two was somewhat the same as moto one, except the seat on Mann's bike came lose in turn one on lap one. Once Mann got the seat back in place, he was back on the gas. The McClinton brothers were once again running away with the show, but Mann was closing in. John Randolph (Bul) wasn't far behind; he had been moving up through the pack steadily.

Soon the leaders came up on traffic and Cochran still led with E.T. Stair (BSA) and Dave McCloud (CZ) battling for second. Once the lead machines caught Denise McCoy (on a 125 Richman-Zundapp) and Charles Regroto (mounted on a well-used Velocette), Mann made his move. The old master shot right by everyone to take the overall lead once again, then poured it on.

As Mann ran away with the lead, the following order changed around a few more times. McClinton suddenly found himself being passed by Mork for fifth position, while Randolph dropped back to fourth.

In the Novice race, Cochran had an easy victory, mainly because he outhorsepowered everybody else. Jerry Meadows, who finished second in the first moto, dropped back to fourth after being passed by Stair and McCloud.

Phil Anderson, who finished eighth Novice, said, "It was 20 years ago I last raced against Dick. He beat me then, and he beat me again today."

Results

EX & AM OVERALL: 1. Dick Mann (Mat); 2. Bill McClinton (BSA); 3. Jim McClinton (CCM); 4. Ernie Cabral (Suz); 5. Fred Mork (CZ); 6. John Randolph (Bul).
NOV OVERALL: 1. Butch Cochran (Tri); 2. Jerry Meadows (BSA); 3. Dave McCloud (CZ); 4. John McCoy (Hus); 5. E.T. Stair (BSA); 6. James Dent (CZ); 7. Kelly Moss (Tri); 8. Phil Anderson (BSA); 9. Charles Regroto (Vel); 10. Denise McCoy (Ric).

Herndon handles Boyd Raceway ST opener

By M. Orr

BOYD, TX, APR. 6

Bill Herndon won both the Open Pro and Trophy Dash events in the opening race of the season today at Mike Kidd's Boyd Raceway. The Honda-mounted rider came out on top ahead of Terry Poovey (H-D) and Sammy Sweet (H-D), who finished second and third, respectively. But Poovey came back to claim first overall in the Open Pro TT main, with Charlie Orr (Hon) second and Sweet third.

The 80cc Senior class waged a hot contest as Clayton Hull grabbed the lead in the short track main, ahead of Scott Williams and Bill Richards, Jr. Richards went to the inside in turn four to take second from Williams on the first lap, then pressured Hull for the lead. Hull hung on, taking the flag just inches ahead of Richards. Williams held off Tim Kay for third.

The first 250cc Amateur short track heat went to Trace Polson, ahead of Alan Powers and Troy Revert; Todd Haas led the second heat for a wire-to-wire win over Randy Prince. Haas got the holeshot in the main event ahead of Powers, Prince and Polson, and again showed the field the way to the checkered flag.

In Open Pro short track action, Scott Scherb won ahead of Jeff Harder in the first heat, and Rusty Miskovski led James Huddleston to qualify from heat number two. Herndon was the winner of heat three with second going to Duane Duvall. Poovey took the fourth heat ahead of Rusty Gourley, while Sweet qualified in front of Charlie Orr from the fifth and final heat.

Dodd Dyson made it look easy in the first semi, taking the win ahead of Kenny Tolbert, but John Gladwill had to fight to hold the lead in semi number two. He finished only inches ahead of Jeffrey Shelton, who was the last rider to qualify.

It took three tries in the main event to gt a start since Herndon was in a hurry to get going. Herndon grabbed a quick lead on the final start with Sweet, Gourley and Miskovski in tow. Sweet pressured for the entire race, but Herndon held him off to take the win. Miskovski and Gourley diced for third, with Gourley taking over on the next to last lap and Orr got inside Miskovski on the last lap for fourth place.

Results

SHORT TRACK
TROPHY DASH: 1. Bill Herdon (Hon); 2. Terry Poovey (H-D); 3. Sammy Sweet (H-D).
50: 1. Charles Fontenot (Yam); 2. Bill Thompson (Yam); 3. Billy Kennedy (Yam).
60: 1. Charles Fontenot (Kaw); 2. Derick Whitener (Kaw); 3. Todd Way (Kaw).
80 B: 1. Mark Burch (Hon); 2. Derick Whitener (Yam).
80 A: 1. Clayton Hull (Suz); 2. Bill Richards, Jr. (Hon); 3. Scott Williams (Hon).
125: 1. Kevin Dubay (C-A); 2. Clay Carroll (Hon); 3. Mike Hale (Yam).
250: 1. Todd Haas (Hon); 2. Alan Powers (Yam); 3. Randy Prince (Hon).
OPEN AM: 1. Fred Debrick (Hon); 2. Steve Miller (Hon); 3. Alan Powers (Yam).
OPEN PRO: 1. Bill Herndon (Hon); 2. Sammy Sweet (H-D); 3. Rusty Gourley (H-D).
TT
50: 1. Charles Fontenot (Yam); 2. Bill Thompson (Yam); 3. Billy Kennedy (Yam).
60: 1. Bill Richards Jr. (Hon); 2. Clayton Hull (Suz); 3. Derick Whitener (Hon).
80 B: 1. Todd Way (Suz); 2. Steve Worth (Suz); 3. Chris Worth (Suz).
80 A: 1. Clayton Hull (Suz); 2. Bill Richards Jr. (Hon); 3. Tim Kay (Kaw).
125: 1. Andy Embrey (Kaw); 2. Ed Meyer (Suz); 3. Jack Surber (Kaw).
250 AM: 1. Bobby Shaw (Suz); 2. Mike Moore (Kaw); 3. Kregg Bentley (Hon).
OPEN AM: 1. Kevin Switzer (Hon); 2. Kirk Tyer (Yam); 3. Steve Miller (Hon).
OPEN PRO: 1. Terry Poovey (H-D); 2. Charlie Off (Hon); 3. Sammy Sweet (H-D).
OVER 30: 1. Tommy West; 2. Eddie Kauffman; 3. Terry Webb.
0-250 BEG: 1. Jeff Cowley; 2. Dean Brightman.

Schwantz wins Green Valley RR

By Scott Schaefer

NORTH RICHLAND HILLS, TX, APR. 21

Fresh from a successful racing month in California, Kevin Schwantz returned to his home club and celebrated by taking five firsts and one third, at the CRRC's inaugural races at Green Valley Raceway. The Yoshimura/Suzuki Superbike pilot, riding a GPz750 Superbike sponsored by Klaus Speedworks of Houston, took top honors in B Superbike, Formula 1 and 2. He then took a stock FJ600 from Crossroads Yamaha of Victoria to firsts in C Production and C Superbike, and a third in B Production.

After initial duels in the opening laps with other riders, Schwantz was basically uncontested for his wins. Schwantz said after the races, "The track was a little intimidating in places, but it will be good practice for next week," referring to the AMA Pro-Am at Willow Springs.

Green Valley Raceway, which hasn't been used by bikes in over 10 years, proved to be a challenge to most riders. Complaints centered on the concrete barriers that line some of turns. The track surface seemed very slick but gathered traction over the hot day. Accidents were held to a minimum though due mostly to the riders' extra caution.

Jamie James, a second-year racer from Louisiana, took firsts in D Production and Superbike on his RZ350. On his brand new FZ750, he won B Production, and took seconds in A Production, A Superbike, and B Superbike. He also took a Ninja 600 to second in C Superbike.

In the Novice ranks, Phillip Fisher took firsts in C Superbike, C Production, and E Superbike. Pat Williams, Gavin Botha, Whitney Fanning, and Mike McAdams all had good days, picking up several trophies each.

The Formula 1 race promised to be one of the show-downs of the day. Schwantz seemed to be the crowd favorite, but he would only be riding the Klaus GPz750, after trying out a Moto-Martin framed big-bore Kawasaki and pronouncing it "too much of a handful." Bob Retoff, last year's class champion, was there on his monster GS1100. Retoff's bike had died on the line in A Superbike, but he still managed a ninth after threading through most of the pack. Wayne Even, Rick Tetrick, and a host of others were gridded near the front, all looking for an upset.

When the flag dropped, Schwantz scorched down the dragstrip front straightaway, but it appeared Retoff's bigger bike would be enough to blast by Kevin. Retoff did pass, and the two traded the lead a couple of more times in the opening laps. Retoff had the power on the straights, but in the tight 90° corners of Green Valley, Schwantz would slip and slide past him, and eventually Retoff settled for a close second. Wayne Even was within sighting distance of the front pair and had an easy third. Fourth through 10th places in the race were even tighter with Ruben Loredo, Jeff Berglund, and several top Novices dicing back and forth throughout the race.

Overall, despite dissension about the track, the day's racing turned out to be some of the closest the club has seen recently. The tightness of the track tended to keep the riders more closely spaced than at Texas World Speedway, the usual venue. Spectators also have an excellent view here, and the balmy weather brought a larger than usual crowd.

PHOTO BY JOHN ULRICH

Yoshimura's Kevin Schwantz won five classes at Green Valley.

Results

F-3 EX: 1. Paul Smith (Arm); 2. Jesse Daniel (Yam); 3. David Roth (Hon).
F-3 NOV: 1. R.N. Rott (Tri); 2. Laroy Montgomery (Hon); 3. Phillip Fisher (Yam).
A PROD EX: 1. Meril Moen (Kaw); 2. Jamie James (Yam); 3. Matt Maschmann (Yam).
A PROD NOV: 1. Robert Taylor (Kaw); 2. Don McLean (Kaw); 3. Gavin Bothan (Hon).
D SUPER EX: 1. Jamie James (Yam); 2. Wesley Goggan (Yam); 3. Andy Robbins (Hon).
D SUPER NOV: 1. Whitney Fanning (Yam); 2. Timothy Johnson (Yam); 3. Jeff Crawford (Yam).
B PROD EX: 1. Jamie James (Yam); 2. Matt Maschmann (Yam); 3. Kevin Schwantz (Yam).
B PROD NOV: 1. Gavin Botha (Hon); 2. Phillip Fisher (Yam); 3. Troy Christie (Hon).
F-4 EX: 1. John Kocinski (Hon); 2. Harold Peters (Kaw); 3. Kenny Traylor (Kaw).
F-4 NOV: 1. Phil Patterson (Kaw); 2. Dennie Spears (Kaw); 3. Raul Esheverria (Yam).
F-SUPER NOV: 1. Randall Brock (Yam); 2. Joel Rodgers (Yam).
C SUPER EX: 1. Kevin Schwantz (Yam); 2. Jamie James (Kaw); 3. Steele Kennedy.
C SUPER NOV: 1. Phillip Fisher (Yam); 2. W. Martin; 3. Pat Williams (Yam).
B SUPER EX: 1. Kevin Schwantz (Kaw); 2. Jamie James (Yam); 3. Wayne Even (Kaw).
B SUPER NOV: 1. Mike McAdams; 2. Troy Christie (Hon); 3. Gavin Botha (Hon).
C PROD EX: 1. Kevin Schwantz (Yam); 2. John Kocinski (Kaw); 3. Armando Montemayer (Kaw).
C PROD NOV: 1. Phillip Fisher (Yam); 2. Pat Williams (Yam); 3. Whitney Fanning (Yam).
A SUPER EX: 1. Meril Moen (Kaw); 2. Jamie James (Yam); 3. Wayne Even (Kaw).
A SUPER NOV: 1. Robert Taylor (Kaw); 2. Doug Carmichael (Hon); 3. Andy Moffitt (Kaw).
F-2 EX: 1. Kevin Schwantz (Kaw); 2. Wayne Even (Kaw); 3. Rick Tetrick (Hon).
F-2 NOV: 1. Mike McAdams; 2. Gavin Botha (Hon); 3. Mike Ryan (Kaw).
D PROD EX: 1. Jamie James (Yam); 2. David Sullivan (Yam); 3. James Gardner (Suz).
D PROD NOV: 1. Whitney Fanning (Yam); 2. Jeff Crawford (Yam); 3. Barry Bailey (Yam).
E SUPER EX: 1. Andy Robbins (Hon); 2. Harold Peters (Kaw); 3. Scott Ward (Hon).
E SUPER NOV: 1. Phillip Fisher (Yam); 2. Carl Corbin (Yam); 3. Phil Patterson (Kaw).
F-1 EX: 1. Kevin Schwantz (Kaw); 2. Bob Retoff (Suz); 3. Wayne Even (Kaw).

Cahors cool at CMC NorCal season opener

By Mike Vancil

SANTA CLARA, CA, APR. 12

Honda ace Brett Cahors won the 250cc Pro class at the Continental Motosport Club's (CMC) night motocross season opener in northern California. Cahors was victorious over John Gardner (Hon) and Dean Matson (Kaw); but an attempt to pull off a sweep of the 125, 250 and Open Pro classes failed when he sustained a flat tire in the first 125cc Pro moto. And even though he took the first Open Pro round, Cahors finished out of the money for the night, giving the overall to Greg Raub (Yam).

Over 200 riders signed up for the evening's program of events; and though there were a few delays along the way, this kickoff round of the 1985 night motocross season was still successful.

Al McGhee rode his Can-Am four-stroke to a popular overall win in the Vet Master class. Mike Lane led the first moto off the line and did all he could to keep McGhee in check. But on the final lap, McGhee cut to the

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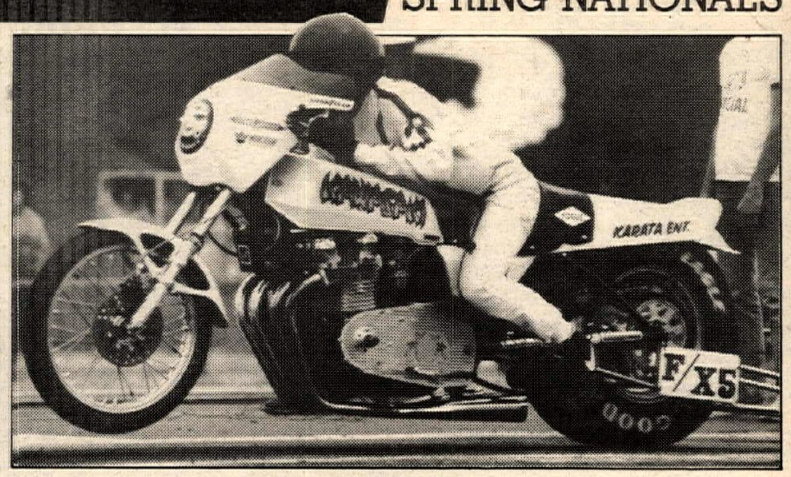

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PHOTO BY TIM TOLLESON

Round five of the Oklahoma Spring Championship series saw Honda-mounted Guy Cooper win the 250cc Pro class with a 1-1 score.

inside of a big sweeper to pass Lane. Lane then passed McGhee back; McGhee retaliated with a pass of his own. McGhee made the deciding pass on a chicane after a jump to take the lead and the moto win. Lane was second and Phil Douglas (Hon) was third. McGhee got an early lead in the second round and held off Lane all the way to the finish to claim the class victory. Lane was second for second overall. Phil Gribrau was third, followed by Douglas, who was third overall.

In 250cc Pro class action, Cahors had to battle against heavy opposition from Matson, Raub, Tony Richards (Kaw) and Gardner. Cahors managed to sweep both 250cc motos, with Gardner and Matson second and third overall, respectively.

In the 125cc Pros, Cahors' flat took him out for the night, clearing the stage for Matson and rival Tony Flores. Both riders consistently passed and re-passed each other in both motos, but in each case the win went to Matson, giving him the overall. Flores was second for the night.

Results

PEE WEE: 1. Steve Urbutch (Yam).
MINI NOV 9-11: 1. Tyler Hummel (Kaw).
80 NOV 12-16: 1. Al Salazerria (Yam); 2. Kennie McGrath (Hon).
80 JR 12-16: 1. Jerome Smith (Yam); 2. Steve DelaRosa (Kaw); 3. Shawn Robertson (Kaw).
80 INT 12-16: 1. Lance Lucerd (Yam).
80 EX 12-16: 1. Chris Neal (Yam).
125 NOV: 1. Matt Lorenzo (Hon); 2. Tom Kizzler (Yam); 3. Greg Laube (Kaw).
125 JR: 1. Rob Hermanek (Kaw); 2. James Rhaupt (Yam); 3. Mark Doebert (Yam).
125 INT: 1. Tim McClintock (Kaw); 2. William Jordan (Yam).
125 PRO: 1. Dean Matson (Kaw).
250 NOV DIV I: 1. John Potorse (Yam); 2. Sean Hummel (Kaw); 3. Ryan Carrigan (Yam).
250 NOV DIV II: 1. Carmen Vanio (Kaw); 2. R. Chanos (Hon); 3. Rich Stanco (Yam).
250 JR: 1. Anthony James (Yam); 2. W. White (Yam); 3. T. Lind (Yam).
250 INT: 1. Mike Nisson (Hon); 2. Dan Cole (Yam); 3. Steve Michado (Yam).
250 PRO: 1. Brett Cahors (Hon); 2. John Gardner (Hon); 3. Dean Matson (Kaw).
OPEN NOV: 1. Loren Barrett (Hon); 2. Bill Gerten (Yam); 3. Steve Silvestri (Hon).
OPEN JR: 1. Bill Bloomfield (Hon); 2. Kerin Anderson (Hon); 3. Kirk Smith (Yam).
OPEN INT: 1. Christopher Neu (Yam).
OPEN PRO: 1. Greg Raub (Yam); 2. George Hopper (Hon); 3. Brett Cary (Yam).
VET SPRTSMN: 1. William Burnett (Yam); 2. Joe Wytman (Kaw).
VET INT: 1. Eric Hellgrew (Hon); 2. M. Leberti (Hon).
VET MSTR: 1. A. McGehee (C-A); 2. Mike Lane (Hon); 3. Phil Douglas (Hon).
OT SPRTSMN: 1. Fred Parsen (Hon).
OT INT: 1. Geoffrey Fox (Yam).
OT MSTR: 1. Hank Wessel (Suz).

Cooper, Bayless top experts at Motorcycle Raceway MX

By Tim Tolleson

OKLAHOMA CITY, OK, APR. 14

Honda mounted Guy Cooper took advantage of a break in the National MX Championships and returned to Oklahoma to do some cherry-picking in round five of the Oklahoma Spring Championship series. Cooper won both 250cc Expert motos, and Steve Bayless overcame a first-moto mudbath and a three-way tie to take the top honors in Open Expert.

Cooper grabbed the holeshot in the first moto over Yamaha-mounted Ron Hendryx, Honda pilot Mike Hammer and Gene Hendryx on another Yamaha. Cooper steadily pulled away from Ron, while Hammer held Gene in fourth for several laps. A mistake late in the moto cost Hammer third. Cooper won by a huge margin over Ron and Gene Hendryx.

The holeshot in moto two also belonged to Cooper, with Ron Hendryx and Honda-mounted Jeff Heinke in tow. Hendryx tried to keep Cooper in sight but fell on lap three and let Heinke take over second. Hendryx remounted and passed Heinke within two laps, then Gene Hendryx dropped the Honda pilot to fourth. Cooper had a 20-second lead over Ron at the checkered; Ron and Gene Hendryx again finished second and third for second and third overall, respectively.

Greg Brown nabbed the lead in the first Open Expert moto over Honda-mounted Bayless and YZ-mounted Jim Thomas. Bayless hounded Brown for two laps then slipped past the M-Star pilot for the lead. Brown latched onto Bayless for awhile, but the Honda rider began to stretch his lead at mid-moto. Brown got a second wind and reeled in Bayless on the seventh lap. Bayless went down on the back straight and did a full-body auger in a big mudhole. He remounted in fourth, then Thomas took a trip into the woods and gave him third. Brown took the checkered over Hammer and a mud-encrusted Bayless.

Hammer smoked the lead of the second moto over Bayless and Brown. But Bayless quickly took the lead and hid with it. Hammer and Brown fought over second for most of the moto; at the finish Hammer held Brown off for second, which caused a three-way tie for the overall. Bayless; (3-1) rides earned the overall, while Hammer's (2-2) finishes were good for second overall ahead of Brown's (1-3) scores.

Results

PEE WEE: 1. Shawn Mann (Yam); 2. Ricky Nix (Suz); 3. Robbie Reynard (Yam).
MINI MINI: 1. Steve Petree (Hon); 2. Chris Shelton (Yam); 3. Robbie Reynard (Kaw).
MINI BEG: 1. Jerry Story (Yam); 2. Jason Laureneo (Kaw); 3. Mike Stucky (Hon).
MINI JR: 1. Steve Petree (Hon); 2. Chris Shelton (Hon); 3. Brandon Lacey (Hon).
MINI INT: 1. Trey Owens (Kaw); 2. Eric Sutton (Hon).
MINI SR: 1. Jeff Emig (Kaw); 2. Bruce O'Hagan (Yam); 3. Jon Garner (Kaw).
105: 1. Jeff Emig (Kaw); 2. Jon Garner (Kaw); 3. Bruce O'Hagan (Yam).
BEG: 1. Jim Edmond (Hon); 2. Monty Melton (Suz); 3. Brett Ferguson (Suz).
OVER 30: 1. Bill Denton (KTM); 2. Mike Lambert (Kaw); 3. Jim Redwine (KTM).
125 NOV: 1. Cliff Palmer (Hon); 2. Mike Tate (Kaw); 3. Chris Quamos (Kaw).
125 INT: 1. Tommy Newman (Kaw); 2. Kenny Castor (Hon); 3. Jimmy Web (Kaw).
250 NOV: 1. Dane Hillary (Hon); 2. Dan Potter (Suz); 3. Mike Williams (Suz).
250 INT: 1. Mike O'Hagan (Yam); 2. J.R. Miller (Yam); 3. Steve Forkner (Suz).
250 EX: 1. Guy Gooper (Hon); 2. Ron Hendryx (Yam); 3. Gene Hendryx (Yam).
500 NOV: 1. Marvin Mussyal (Mai); 2. Steve Caruso (Yam); 3. David Benson (Yam).
500 INT: 1. Nate Britt (Yam); 2. Terry Goupil (Yam); 3. John Davis (Kaw).
500 EX: 1. Steve Bayless (Hon); 2. Mike Hammer (Hon); 3. Greg Brown (M-S).

Diehl takes Mini win at Lakewood Motocross

By Larry Johnson

LAKEWOOD, CO, APR. 7

Brian Diehl (Kaw) captured the 60cc Novice overall in the first Sports Riders Association of Colorado (SRAC) event of the season here. Before then, the new Lakewood motocross park had been used only for last August's AMA National MX. Jason Wright (Kaw) was second for the day; J.P. Thibodeau (Kaw) was third.

In moto one, Diehl grabbed the holeshot ahead of Wright and Thibodeau, but Thibodeau took the lead in turn two. Diehl retook the lead on lap two, while Thibodeau and Wright raced side-by-side down every straight for the next three circuits. Thibodeau would always close the door on Wright in the turns, but on lap four he went up a steep jump in too high of a gear and stalled. Wright shot past and took out after Diehl, but he was long-gone. Diehl won easily over Wright and Thibodeau.

In round two, Wright pulled the long uphill start ahead of Thibodeau while Diehl had looped it out of the starting gate and was down. Again, Thibodeau snuck underneath in the second turn to take the lead. While Wright dogged Thibodeau for the next three laps, Diehl was rapidly on the move. By mid-moto, Diehl had made up the deficit, then passed both the leaders on the same straight. From there he pulled away, and Wright finally got around Thibodeau on the last lap to finish second again.

Jim Anderson also had a perfect 1-1 day in the Vet Novice class. He led moto one flag-to-flag a short distance ahead of the race for second, where

Mark Anderson and Greg Masters spent the entire moto tangling for the runnerup spot. Masters eventually passed Mark Anderson, and with two laps remaining he began to run down Jim Anderson, but there was not enough time left to make up the distance. Mark Anderson took the second moto holeshot, but Jim Anderson stuffed underneath in the second turn and never looked back. Masters nailed second on the next lap and stayed close to Jim Anderson, but again could not close the gap.

Results

60 NOV: 1. Brian Diehl (Kaw); 2. Jason Wright (Kaw); 3. J.P. Thibodeau (Kaw).
80 NOV GROUP 1: 1. Tom Greenlee (Hon); 2. David Diehl (Yam); 3. Robbie McCoy (Yam).
80 NOV GROUP 2: 1. Dino Delturco (Yam); 2. John Wright (Kaw); 3. Justin Hughes (Kaw).
80 AM: 1. Troy Lessar (Hon); 2. Joe Brosious (Kaw); 3. Jason Clark (Kaw).
80 EX: 1. Andy Atkins (Yam); 2. Jared Ramsour (Kaw).
125 NOV: 1. Mike Lorenz (Suz); 2. Joe Kazimir (Kaw); 3. Alvin Stjernholm (Kaw).
125 AM: 1. Brant McCoy (Yam); 2. Jim Ruterbories (Yam); 3. Brian Custy (Yam).
125 PRO: 1. Barry Carson (Yam); 2. Kevin McKnight (Yam); 3. Keith Campbell (Yam).
250 NOV: 1. Billy Tully (Yam); 2. Brent Kraemer (Suz); 3. Tom Hedwall (Hon).
250 AM: 1. Derek Brown (Kaw); 2. Deiter Lane (Yam); 3. Chuck Wright (Yam).
250 PRO: 1. Jim Mitchell (Hon); 2. Boo Stichter (Kaw); 3. Randy Warren (Yam).
OPEN NOV: 1. Neil Hores (Hus); 2. Tom Drake (Hon); 3. Marvin Romkee (Yam).
OPEN AM: 1. Paul Needels (Yam); 2. Larry Diehl (Yam); 3. JOhn Faiola (Hon).
OPEN PRO: 1. Brad Bolton (Yam); 2. Bob Hanrahan (Hon); 3. Dennis Larratt (Hon).
VET NOV: 1. Jim Anderson (Kaw); 2. Greg Masters (Kaw); 3. Mark Anderson (Yam).
VET AM: 1. Jim Quicke (Yam); 2. Don Doubleday (Yam).
VET EX: 1. Richard Dostal (Hon); 2. Mark Poindexter (Yam); 3. Dave Wollaston (Suz).
SR NOV: 1. Jim Roberts (Hon); 2. George Chapman (Hon); 3. Ted Hardy (Kaw).
SR AM: 1. Ken Miller (Kaw).
SR EX: 1. Dave Wollaston (Suz).

Baldwin wins back-to-back at CMC Ascot MX

By Larry Cravens

GARDENA, CA, APR. 12

Gene Baldwin rode hard to win both 125cc Intermediate motos of tonight's Continental Motosport Club motocross at Ascot Park. Tom Kirkley was also double trouble, winning both motos of the 250cc Juniors. And in the 125cc Pro class, Brian Manley duelled it out with Mike Beier to take the overall win.

In the first 125cc Intermediate moto Baldwin (Hon) pulled the holeshot, and took an early lead over Mark Wood (Kaw) and Gary Sailors (Suz). Fifth place rider Robby Gordon (Kaw) was dicing his way through the pack. On the second lap Gordon moved into fourth place, and by the third lap he had charged his way past Sailors and Wood to take over second place. Sailors then passed Wood to take third place on the last lap. When the checkers came out Baldwin took the win, followed by Gordon and Sailors.

In the second moto Baldwin took a quick lead over David DiCorato (Yam) and Keith McMillen (Kaw). On the second lap McMillen passed DiCorato, who faded out of the top five. On the third lap, Gordon charged by McMillen then went after Baldwin. But Baldwin was untouchable; at the finish it was Baldwin, Gordon and McMillen.

In the first 125cc Pro moto it was Team Tamm's Beier (Kaw) who took the lead with Bob Ramsey (Hon) and Manley (Hon) in tow. In fifth place was Eddie Hicks (Yam) who, by the second lap, had charged his way into first place and began to pull away from the rest of the pack. Manley temporarily dropped from third place to fifth, then moved back up to third by the third lap. Hicks continued to charge around the track and took the

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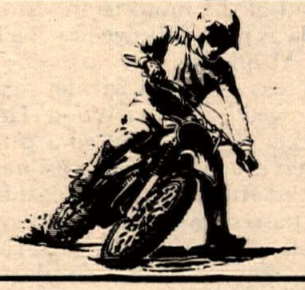

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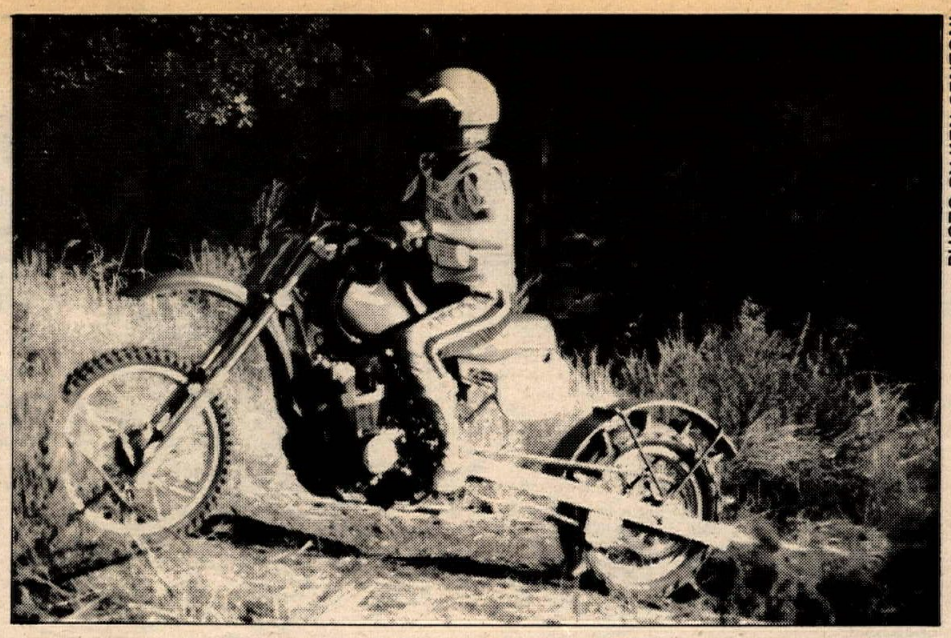

PHOTO BY KEN CENTONI

Tom Johnson became the new California State Hillclimbing Champion in the Open Exhibition class with a 10.83-second run on his 1190cc Honda.

win followed by Beier and Manley.

Manley got the holeshot in the second moto, and he was followed by Tim Rutherford (Kaw) and Rob Trone (Hon). Hicks got a fourth place start and passed Trone on the third lap. Beier, who started out of the top five, worked his way up to the front runners. By the third lap, Beier worked his way into fourth place and was trailing Hicks. Hicks then went down on the last lap, leaving Beier in third. Beier quickly passed Rutherford to take over second, but didn't have any time to catch Manley. When the checkers came out Manley won the overall, with Beier second. Rutherford was third, but third overall went to Trone.

In the first 250cc Junior moto, Dennis Chafe (Yam) led, followed by Kirkley (Hon) and Jerry Becker (Suz). On the first lap Chafe went down leaving the lead to Kirkley, who took command of the moto to the finish. Kirkley was first, followed by Becker and Jeff Minderhout (Yam).

In the second moto Kirkley again led, followed by Aaron Wood (Hon) and Becker. Kirkley pulled a quick lead over the pack and was never challenged after that. On the last lap, Becker passed Wood to take over second place, and Mitch Griffin (Yam) made his way up from fifth place to third. The finish and overall positions were Kirkely, first, Becker in second and Griffin in third.

Results

80 BEG DIV 1: 1. Mike Cox; 2. Danny Fonteyn; 3. Cory Flint.
80 BEG DIV 2: 1. Derek Meyer; 2. Ramon Noriega; 3. Damon Kemp.
80 JR: 1. Guy Deckert; 2. Kevin Martin; 3. Brian Gibson.
80 INT: 1. Craig Miller; 2. Kevin Russey; 3. Brawdon Miller.
125 BEG DIV 1: 1. Tony Fuller; 2. Julio Miranda; 3. Mitch Cohen.
125 BEG DIV 2: 1. Keith Stallworth; 2. Randy Yarak; 3. Clay Bush.
125 BEG DIV 3: 1. Darren Fredrickson; 2. Richard Powell; 3. Stephanie Jones.
125 JR DIV 1: 1. Bill Auberlen; 2. Bobby Williams; 3. David Wodaszewski.
125 JR DIV 2: 1. Shawn Slatyon; 2. Mike Allison; 3. Billy McLaughlin.
125 INT: 1. Gene Baldwin; 2. Robby Gordon; 3. Gary Sailor.
125 PRO: 1. Brian Manley; 2. Mike Beier; 3. Rob Trone.
250 BEG DIV 1: 1. Travis State; 2. Matteo Cosentino; 3. Bill Watson.
250 BEG DIV 2: 1. Louis Springer; 2. Joe Hauser; 3. Rick Mulder.
250 JR: 1. Tom Kirkley; 2. Jerry Becker; 3. Mitch Griffin.
250 INT: 1. Harley Hall; 2. Steve West; 3. David Potter.
250 PRO: 1. Jim Holly; 2. Todd Peterson; 3. Jeff Matiasevich.
500 BEG DIV 1: 1. Ron Baker; 2. Jck Evans; 3. Steve McCelland.
500 BEG DIV 2: 1. John Fonteyn; 2. Steve Fer; 3. Bryan Emmons.
500 JR: 1. Jon Nichols; 2. Dang Hale; 3. Steve Henderson.
500 INT: 1. George Collins; 2. Don Pastell; 3. Marc Peters.
500 PRO: 1. Todd Peterson; 2. Rick Atkins; 3. Mike Baker.
VET JR: 1. Dave Tann; 2. Walt Hard; 3. Rich Hansen.
VET INT: 1. Frank Surridge; 2. Terry Judd; 3. Rob Webb.
VET MST: 1. Dewayne Jones; 2. Jeff Blix; 3. Ken Kulluson.
OT JR: 1. Gary Weaver; 2. William Hopkins.
OT INT: 1. Dan Kelly.
OT MST: 1. Bill Manley; 2. Beryl Johansson; 3. Mike McMillen.

Johnson jumps to state hillclimb championships

By Ken Centoni

LIVERMORE, CA, MAR. 31

Paul Johnson literally took top honors in the 500cc Exhibition class at the second annual California State Hillclimb Championships at Carnegie Cycle Park today. Brother Tom Johnson took the Open Exhibition round.

Two hills were prepared this year, one for the Stock and Altered classes, the other for Exhibition classes. Over a thousand spectators braced themselves in lawn chairs, on rocks or anything else they could find to view this awesome event, and an exciting event they got. Reigning California State Champion, Steve Stith was on hand, ready to defend his title. The entire Hillclimb Association from Grants Pass, Oregon, led by Dan DeYoung, and a large group from Idaho and southern California were all ready to go.

In the Exhibition classes the Johnson family from Hollister rolled away with all the honors. The 500cc Exhibition class champion was Pat Johnson with a time of 11:55 seconds. Second place went to southern Californian Don Orosco with a run of 11:77, and third place went to Dave Morris from Grants Pass, Oregon.

Tom Johnson became the new California State Champion in the Open Exhibition class by taking his 1190cc Honda to the top of the hill with a time of 10:83 seconds. Second place went to Harley-Davidson-mounted Don Trent with a time of 10:88; third went to Vince Bertolucci on a borrowed Kawasaki, after breaking a crank on his Triumph. His time was 10:89 seconds. •

Results

MINI: 1. Brian Gouvria; 2. Jason Warren; 3. Jon Nicalous.
100: 1. Mike Mize.
250 STK: 1. Pat Johnson; 2. Tom Kelly; 3. Tom Johnson.
400 STK: 1. Mike Casper; 2. Terry Adams; 3. Steve Bednory.
600 STK: 1. Steve Stith; 2. Tom Johnson; 3. Carl Collier.
400 MOD: 1. Larry Van Middendorf; 2. Mark Chapman.
600 MOD: 1. Rod Cuchran; 2. Russell McCoy; 3. Brian Smith.
OPEN MOD: 1. Steve Stith.
500 EXH: 1. Pat Johnson; 2. Don Orosco; 3. Dave Morris.
OPEN EXH: 1. Tom Johnson; 2. Don Trent; 3. Vince Bertolucci.
OT: 1. George Sauer; 2. Larry Smith; 3. Dick Bertolucci.

RESULTS

Hillclimb California State Championship Mar. 31, 1985 By Sandee Peterson

(Continued from last week)

600 STK
Steve Stith
Tom Johnson
Carl Collier
400 ALT STK
Larry Vanmiddendrop
Mike Chapman
600 ALT STK
Rod Cochran
Russell McCoy
Brian Smith
OPEN ALT STK
Steve Stith
Russell McCoy
Dave Turner
500 EXHIB
Pat Johnson
Don Orosco
Dave Morris
OPEN EXHIB
Tom Johnson
Don Trent
Vince Bertolacci

AMA D-36 Flat track Monterey County Fairgrounds Monterey, CA Apr. 13, 1985 By Jack Barton

PEE WEE DIV 1
Aaron Baker
Frankie Latham
S. Gonzales
PEE WEE DIV 2
Curtis Peebles
Cary Neal
Jeff Gabhart
MINI
Zeke Zemke
William Luker
125 13+
Anthony Giammanco
Sam Freeze
250 NOV
Todd Bridges
Gary Milewski
Joe Kamm
250 JR
David Woodward
Craig Johnson
500 NOV DIV 1
Brad Spencer
Gerald Hyson
500 NOV DIV 2
Gary Cordeiro
Brian Duniven
Marty Aglibot
500 JR
Kelly Benneti
David Woodward
Dante D'Ambruso
250 EX
Tom Carriger
Jon Nunez
Robert Damron

AMA/NMA Tri-State Series Overall Standings

PEE WEE
Judd Scanlon
Jimmy Griego
Gregory Zaratiegui
JR CYC STK 6-8
Judd Scanlon
Patrick Wade
Brad Schultz
JR CYC STK 9-11
Sean Thornton
Jessie James
Justin Rich
JR CYC MOD 9-11
Jessie James
Sean Thornton
Brian Cook
83 STK 9-11
Butch Smith
Buddy Atunez
Dustin Evans
83 MOD 9-11
Buddy Atunez
Butch Smith
Jimmy Button
82 STK NOV 12+
David Griego
Guy Deckert
Scott Freymuller
MOD NOV 12+
Lance Taylor
Brian Gipson
Guy Deckert
83 STK INT 12+
Anthony Gorin
Tim Arnold
Kerry Mulligan
83 MOD INT 12+
Ken Arnold
Brent White
Paul Cortez
83 STK EX 12+
Nicky Pounds
Michael Craig
Scott Brown
83 MOD EX
Michael Craig
Mike Wiese
Colin Karcher
125 STK NOV
Kevin Cook
Chris Ward
125 MOD NOV
Chris Ward
Tim Taylor
Rick Kolschowsky
125 STK INT
Jeff Mabery
Mike Kiedrowski
John Flores
125 MOD INT
Mike Kiedrowski
Jeff Reynolds
Jeff Capt
250 NOV
Aaron Ginn
Don Gaddis
Darren Briggs
250 INT
Jeff Mabery
Jeff Reynolds
John Humphrey
500
Loren Pocherowski
Mark Jones
Larry Witt
125 PRO
Drey Dircks
Larry Brooks
Bobby Moore
250 PRO
Tyson Vohland
Brian Myerscough
Eddie Hicks
500 PRO
Scott Manning
Greg Zitterkopf
Ron Turner

1985 Oklahoma Trials Championship Round Two Feb. 17, 1985

MSTR	
Jerry Carrens	3
Butch Cribbet	13
Loy Burnett	19
Charles Mollow	24
Pat Barta	24
Mack Burnett	28
Shan Moore	36
Bob Adams	41
Tom Lucenta	41
EX	
Bryan Adams	38
Kevin Dunham	42
Todd Bilbrey	58
Mitch Bright	61
Andy Dolph	63
Mark Dolph	83
Jim Stohl	90
AM	
Andre LaPorte	29
David Meyer	31
Russ LaPorte	32
Lee Cooper	35
Stev Fujan	36
Sid Mauldin	45
NOV	
Dennis Burnett	12
Robert Spicer	18
David Meyer	19
Gary Price	20
Drew Crane	21
Rich Allman	25
John Patterson	28
Mike Hesskamp	53
Larry Miller	54
Greg Schmidt	58
SR	
F.A. Boudreaux	15
Jim Stoecher	20
Tom Moore	23

1985 Oklahoma Trials Championship Round Three Mar. 17, 1985

MSTR	
Jerry Carrens	32
Loy Burnett	32
Rick Land	38
Charlie Mollow	43
Mack Burnett	50
Butch Cribbet	59
Pat Barta	73
Shan Moore	85
Doug Boyd	86
Bob Adams	88
Mike McCabe	98
Allen Guyot	
EX	
Todd Bilbrey	67
Bryan Adams	71
Mitch Bright	73
Andy Dolph	83
AM	
Doug Anderson	33
Stan Machart	40
Sonny Howe	41
Lee Cooper	41
Andre LaPorte	45
Gary Martin	55
Russ LaPorte	60
Tom Moore	67
NOV	
David Meyer	8
Robert Spicer	13
Gary Price	14
Lawrence Robinson	14
Calvins Robins	15
Dennis Burnett	18
Rich Allman	23
Larry Miller	51
SR	
Dick Luce	8
Jim Stoecher	18
F.A. Boudreaux	19
Larry McNulty	27

Ross Downs MX Colleyville, TX Apr. 12, 1986

MICRO MINI	
Steve Olson	Kaw
Clint Carlton	Kaw
Chad Smith	Kaw
Casey Pinkston	Kaw
Trip Samples	Kaw
J.E.B. Stuart	Hon
MINI BEG	
Chad Walters	Kaw
Brad Moran	Kaw
Cory Witt	Kaw
Joe Portman	Kaw
Kevin Tull	Hon
MINI JR	
Dwain Carter	Kaw
Eddie Dickerson	Kaw
Steve Olson	Kaw
Chad Smith	Kaw
Jamey Bryant	Hon
MINI SR	
Roy Schellenberger	Yam
Travis Motley	Hon
Chris Niles	Yam
T.J. Malone	Kaw
Keith Collins	Kaw
125 BEG	
Brad Faulkner	Hon
Kris Turman	Hon
Jimmy Mason	Yam
Danny Wellborn	Yam
Jeff Harmon	Yam
125 BEG	
Chris Walters	Hon
Anthony Diiulio	Yam
Rodney Pechal	Kaw
Brian Fisher	Yam
Terry Harmon	Yam
125 NOV	
Lorne Burton	Yam
Mike Garrison	Kaw
Jeff Carpenter	Yam
Johnny Hunter	Kaw
Les Briscoe	Yam
OPEN NOV	
Adam Tappe	Hon
John Nienkamp	Hon
Kirk Hulslander	M-S
Claude Jones	C-A
250 BEG	
Bubba Long	Yam
Gage Prichard	Yam
David Kemble	Kaw
Bret Hobgood	Yam
Charlie Galubenski	Hon
250	
T.J. Houghton	Yam
Tom Eller	Yam
Steve Brooks	Hon
Bob Strawn	Hon
Preston Klutts	Hon
COMB EX	
Rogeer Schellenberger	Yam
Dean Lane	KTM
Steve Reavis	Kaw
Brad Craine	Hon

(Continued next week)

HosPITal STOP

Grand National dirt track rider Taylor White, IV, is recuperating from surgery to pin a broken lower leg bone; injury was sustained in a non-race-related motorcycle accident at Daytona during Cycle Week; send cards and letters to Monkton, MD 21111.

Trophy Pickup

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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Signature _____

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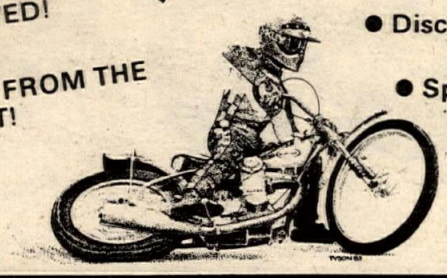
Canada and Mexico (1 year) 2nd class $13. Other foreign rates available upon request. Check and Money Orders payable in U.S. Funds.

Motorcycle Drivers's License Discount Night for Speedway and Swapmeet!
Friday Night, May 10th
Orange County Fairgrounds — Costa Mesa

Bring your Class 4 motorcycle driver's license to the ticket window and receive $1.00 off the regular admission price!
The swapmeet opens at 6 p.m.
The regular motorcycle speedway racing program gets underway at 8 p.m.
Free Secured Motorcycle Parking courtesy of Kawasaki
Sign a letter to save ATV's and get a free copy of Cycle News or ATV News mailed to your house!

- BE THERE!
- HAVE FUN!
- GET INVOLVED!
- SAVE ATV'S FROM THE GOVERNMENT!
- Free Cycle News or ATV News sent to your home
- Discount admission
- Speedway racing
- Swapmeet



For more info contact International Speedway!
(714) 492-9933 Discount good May 10th only!

Cycle News Calendar - Where, Why, When & How to get there.

FAMILY RACING ASSN.
& L.A. CITY FIREFIGHTERS ASSN.
PROUDLY PRESENT
The return of the famous HOOK & LADDER BENEFIT* ENDURO
*All Profits Donated to Alicia Ann Ruch Burn Ward.

CONTINGENCIES BY:
Countdown — IMS-International Motorsports
Answer Products — Magnum by Progressive Suspension
DuraLube — Checkpoint Enduro Prod
Malcolm Smith — Sport Tracks Co.
Banzai Brothers — Gear
O'Neal USA — Scott — Official Goggles of FRA
Any Many, Many More!!

FAMILY ENDURO
20% TROPHIES ● FRA POINTS
2 LOOPS — 70 MILES ● 8 am START
LUCERNE VALLEY, CA
MAY 12, 1985
ATVs Welcome ● Silencers Required

This is a FUN FAMILY ENDURO with course layout by LARRY LANGLEY.
SUPER TROPHIES! ● SUPER FINISHER PINS!
Mail Entry $20 ● Post Entry $21 ● Non-Members add $2 ● Special Family Discount (Call) ● Beginner $17-One Loop-No Trophies
Malcolm Smith will be official "starter"
Sat., May 11 Poker Run! 1 p.m. ● Fun, easy course ● $5 entry
Mail entries and 2 legal self-addressed stamped envelopes to:
FAMILY RACING ASSN. 18032 Lemon Dr., Suite R., Yorba Linda, CA 92686 (714) 777-2969

Dirt Diggers 12th Annual

DINOSAUR
ROUGH T.T. Scrambles
FOUR STROKES ONLY!
PERRIS RACEWAY
MAY 19th 1985
Short Course for Vintage and Smooth Track Bikes
sign in 7 am
practice 8 am
RACE 9 am
Silencers & 3 Number Plates REQUIRED
Post Entry Only $16. Two Heat Min. AMA Sanctioned No Memb. Reqd.
All Classes + Early Vintage, Late Vintage, Vets, Sidehacks, ATV. FOUR STROKES ONLY!
Info: (213) 829-1138 10 to 6 M-F

DISTRICT 38
Desert Race
Practice SAT., Race SUN.
BIKES, TRIKES, QUADS, ODYSSEYS
A Short 'n Sweet HARE SCRAMBLES
3 times around a 20-mile loop
SUNDAY, May 13
Start 8:30
Imperial County Location
The Whirl Tower, West of Huff & Payne Rds.
24 Hour Race INFO: (619) 427-5759

SRA Schedule
May 26 — PERRIS RACEWAY
June 16 — RIVERSIDE INTL. RACEWAY
(714) 828-1358

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 AMA Camel Pro Series Schedule

5/4-5	San Jose, CA
5/11	Gardena, CA
5/18-19	Sonoma, CA
5/26	Springfield, IL
6/1	Louisville, KY
6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

1985 AMA National MX Schedule

5/19	Las Vegas, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO*
7/7	Buchanan, MI
7/28	Binghampton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
*8/17-18	Portland, OR
*8/25-26	Sonoma, CA
8/31	Brainerd, MN
*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

5/4	Dallas, TX
5/11	Los Angeles, CA
6/8	Chicago, IL
8/10	Pasadena, CA

1985 AMA National Enduro Championship Schedule

5/5	Traverse City, MI
5/12	Roselawn, IN
5/26	Tilamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

5/25	Wichester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

5/4-5*	Roxborough, NC
5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainerd, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainesville, FL
11/30-12/1	Phoenix, AZ

*⅛-mile track
**National C'ship Finals

1985 AMA Gold Cup Series

6/8	Albany, OR
6/9	Roseburg, OR
6/15	Kent, WA
6/16	Seattle, WA
6/22	Yakima, WA
6/23	Richland, WA
6/29	Sandy, OR
6/30	Olympia, WA
7/6	McMinnville, OR
7/7	Washougal, WA

National NHRA Drag Racing Championships

5/25-26	Baton Rouge, LA
7/13-14	Englishtown, NJ
8/31-9/2	Indianapolis, IN
10/19-20	Pomona, CA

National Drag Racing Championships IDBA

5/18-19	Cincinnati, OH
6/15-16	Louisville, KY
7/13-14	Budd's Creek, WY
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS
11/16-17	Birmingham, AL

1985 SCORE/ HDRA Off-Road Series

6/7-9	Baja International
8/16-18	Riverside, CA
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

5/25	W. St. Louis, IL (5 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/7-10	Braselton, GA (6 hr)

WERA Road Race Schedule Series

5/18-19	Texas World Speedway College Station, TX
6/22-23	Oak Hill Raceway Henderson, TX
7/20-21	Green Valley Raceway N. Richland, TX
8/17-18	Oak Hill Raceway Henderson, TX
9/14-15	Green Valley Raceway N. Richland, TX
10/5-6	Texas World Speedway College Station, TX
10/26-27	Oak Hill Raceway Henderson, TX

MRA Road Race Series Schedule

5/5	Pueblo, CO
5/19	Denver, CO
6/9	Aspen CO
6/22-23	Pueblo, CO (6 Hr)
7/7	Aspen, CO
7/21	Denver, CO
8/17-18	Aspen, CO (6 Hr)
9/7-8	Steamboat Springs, CO
9/28	Pueblo, CO (6 Hr)
9/29	Pueblo, CO

AMA Amateur/ Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/12	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

5/5	Spain
5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

AMA/C'ship Cup Endurance Series

5/4	Elkhart Lake, WI
7/3	Daytona Beach, FL
8/10	Fairmount City, IL
9/2	Loudon, NH
10/18	Daytona Beach, FL

World C'ship Motocross Series

125cc

6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

5/5	Italy
5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

5/5	Sweden
5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium

8/11 Luxemburg
8/25 Switzerland

Sidecar

5/5 Finland
5/12 Sweden
5/19 Holland
6/2 Switzerland
6/23 Belgium
8/18 Austria
9/15 Italy

World C'ship Trials Series

6/2 EAST GREENWICH, RI
6/16 Austria
6/23 Poland
8/25 Finland
8/31 Sweden
9/8 Switzerland
9/15 West Germany

Other Major FIM Events

6/15 Pairs Speedway C'ship Finals Rybnik, Poland
8/10 Team Speedway C'ship Finals LONG BEACH, CA
8/31 Indiv. Spdwy. C'ship Finals Bradford, England
9/8 Motocross des Nations Gaildorf, West Germany
9/15 Indiv. Long Track C'ship Finals Korskro, Denmark
9/29 Trial des Nations Canzo, Italy
9/30-10/6 ISDE La Molina, Spain

NMA Grand National Final

8/4-11 Ponca City, OK

1985 AFM Road Race Schedule

5/5 Sonoma, CA
5/25-26 Rosamond, CA
6/8-9 Sonoma, CA
6/30 Rosamond, CA
7/7 Sonoma, CA
7/28 Rosamond, CA
7/27-28 Sonoma, CA
8/17-18 Rosamond, CA
8/17-18 Sonoma, CA
9/8 Sonoma, CA
9/22 Rosamond, CA
10/6 Sonoma, CA
10/20 Rosamond, CA
10/27 Sonoma, CA
11/24 Rosamond, CA

1985 ARRA Road Racing Schedule

5/4-5 Rosamond, CA
6/1-2 Rosamond, CA
7/4 (3-hour) Rosamond, CA
7/6 Rosamond, CA
8/3-4 Rosamond, CA
8/31-9/1 Rosamond, CA
10/5-6 Rosamond, CA
11/2-3 Rosamond, CA
11/30-12/1 Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

5/26 Rosamond, CA
6/30 Rosamond, CA
7/28 Rosamond, CA
8/18 Rosamond, CA
9/22 Rosamond, CA
10/20 Rosamond, CA

1985 Hi-Point Golden State Enduro Series

5/19 Fool's Gold Enduro (D-36)
11/2-3 CEA Enduro (D-37)

May 1

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 2

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

May 3

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. Entry $15, $20 Pro. Admission $5. Info 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. Expert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry $15 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Milan, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

May 4

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, micro mini to open expert. Championship sereis points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Way exit off Hwy 1, Monterey, CA. All classes includ ATV and Ody. Trophs, 75% Pro pb. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn, $20 Pro. R&D Enterprises. Info 408/449-7367.

CALIFORNIA SPEEDWAY
Yuba Sutter Fairgrounds, 442 Franklin, Yuba City, CA. All divisions. Twin Cities Spring C'ship. 1/7 mile oval. Gates open 6:30 pm, racing 8. Admission $6 adult, $2 child, under 6 free. Rider and mechanic $7 each. Fast Track Productions, Inc. Info 209/-784-2674.

May 4-5

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. South Hwy 15 to 74 eact 8 miles to Ellis, left ½ mile. All classes includ Pro. 20% trophs, 80% Pro pb. Finisher pins. 5 riders to make a class. Gates open 6:30 am, call for schedule. Entry $15 first race, $10 for other. $40 Pros. Anaheim Hi-Siders M/C. Info 714/997-8615.

COLORADO MOTOCROSS
Pueblo, CO. I-25 to US 50 west to Pueblo Blvd. Soth ½ mile to track. West side of Pueblo Blvd. All classes. SRAC/Pueblo Motorsports Inc. Info 303/458-1352.

KANSAS SHORT TRACK
Wichita, KS. All classes. Sat. sign-in 6 pm, prac 7, race 8. Sun. sign-in noon, prac 1 pm, race 2. $3.50 admission. Info 316/755-9138 or 316/832-1058.

CALIFORNIA SAND DRAGS
Glen Helen Raceway, San Bernardino, CA. All classes includ. 3-wheel. Gates open Friday 6 pm, close midnight, Saturday open 6 am, close 6 pm, Sunday open 6 am, close 2 hrs after event. Gate fees $12 for weekend, $6 Sunday only, $6 kids 6-11, weekend, $3 kids 6-11 Sunday only. Entry $20 per program per day. United Sand Association. Info 714/877-5045 or 882-9981.

May 5

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60 to Theodore exit. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph, 150% Ex pb. Gate 8 am, prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. All classes in morning, Int and Exp. in afternoon. Split schedule. Trophs thru 6, beginners thru 8th. $400 between 10 riders, $500 15 riders. Practice daily 9 am. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Entry $15, $5 gate. Info 817/540-3813 (Bill Law).

CMC CALIFORNIA MOTOCROSS
De Anza Cycle Park, Sunnymead, CA. All classes. 30% trophs, Pro pts. race. Gates open 7, sign-up 7:30-8:30, pra CANCELLED, first race 9:30. Entry $12 Sptsmn, $15 Pros. CMC license reqd. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

CRC CALIFORNIA MOTOCROSS
Spillway Cycle Park, Santa Maria, CA. All classes. Dunestown Series race. Gates opens 7 am, prac 8:30, race 9:30. Entry $13 Sptsmn, $20 Pro mail, $15 Sptsmn, $25 Pro post. Memb. reqd. Info 213/830-7519.

NEVADA MOTOCROSS
Las Vegas, NV. Take I-15 to Henderson-Lake Mead turnoff (#27) to Boulder Hwy, turn right and go past Henderson and Railroad Pass Casino. Take Hwy 95 south for 4 miles to track. All classes includ. 3-wheel. 33% trophs, all Pee Wees will trophy. 75% Pro pb to members. Nov and Int welcome. Everyone goes 2 motos. Gates open 6:30 am, prac 8, race 9. Entry $20 Pro, $15 all others, bike and rider $5. Membership $30. Spec. $5, pit pass $2. Las Vegas MX Club. Info 702/878-8977.

NATIONAL SERIES

WERA NATIONAL SPRINT RACES
Plus Regional 8 Hour Endurance Race & Riders School
May 18 & 19
TEXAS WORLD SPEEDWAY — COLLEGE STATION, TX
Continental YAMAHA RSC PERFORMANCE
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3 Race Series
Sunday May 5 De Anza
Saturday May 11 Perris
Sunday May 19 De Anza
Sanctioned By SMX

Amateurs $15.00 - Pros $15.00
Gate Opens 7 • Practice 8 • First Race 9
$5000 In Amateur Prizes
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YAMAHA of CORONA
SMX Schedule
Every Saturday - Perris Raceway
1st and 3rd Sundays - De Anza
2nd and 5th Sundays - Perris Raceway

Over $15,000.00 in Cash & Contingencies, Plus Trophies
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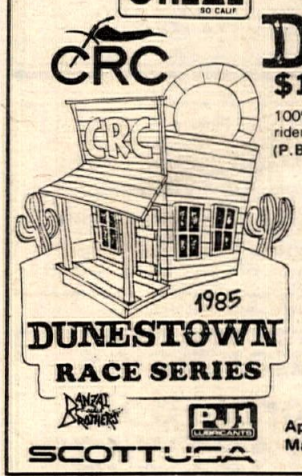
DUNESTOWN RACE SERIES
CRC
$1000.00 Motorcycle Pro Purse
100% P.B. in classes less than 15 riders
(P.B. based on mail entry fees)
WEEKLY CONTINGENCIES FOR SPORTSMEN



DUNESTOWN SERIES
May 5 Spillway Cycle Park MX Santa Maria
May 12 Sunrise Cycle Park MX Adelanto
May 19 Hungry Valley Dunestown Grand Prix
100% Quad/3-Wheeler Pro Pay Back (Based on mail entries)
Classes for Motorcycles Quads & 3-Wheelers
Motorcross Entry Fees: Sportsmen Mail $13 Post $15; Pros $20 $25
Gran Prix Entry Fees: Pro & Sportsmen Mail $20; Por & Sportsmen Post $25; Non-Members Add $5.00
INFO (213) 830-7519
All Sportsmen Entries Receive
Apr. 28 — O'Neal Crossbar Pad
May 5 — Gold Belt Devisor
May 12 — O'Neal Ultra Grip Gloves
May 19 — O'Neal Hats

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CRC RACE SCHEDULE
ATV Classes At All Events
May 5 — MOTOCROSS Spillway Cycle Park Dunestown Series
May 12 — MOTOCROSS Sunrise Cycle Park Dunestown Series
May 19 — DUNESTOWN G.P. Hungry Valley Dunestown Series
May 26 — MOTOCROSS DeAnza Cycle Park
(213) 830-7519

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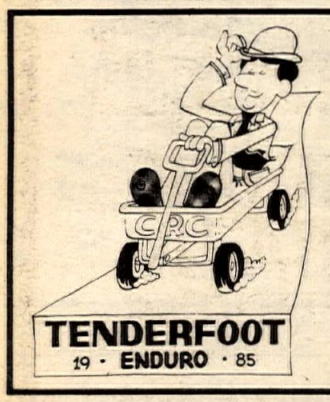
ANAHEIM CONVENTION CENTER

Friday, May 10 5 to 11 PM | Saturday, May 11 11 to 10 PM | Sunday, May 12 11 AM to 6 PM



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Jun. 9 —Sears Point
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Norwalk, CA 90650 (213) 864-0704

Dealer Sales information (213) 427-7433

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CALIFORNIA TRAIL RIDE
Entry deadline for Springride 1985. Cross-country trailride fro Wilseyville to Georgetown, CA on Memorial Day weekend. 2 day, approx. 250 miles full catered off-road ride and camp-out. All food and gas supplied. Entry fee $85, covers everything. NO POST ENTRIES. Mail entry to: New Life Trail-rides, Star Rt. 8752, E. Murray Crk. Rd., Rd. Mtn. Ranch, CA 95246. Info 209/754-5204.

CMC CALIFORNIA MOTOCROSS
Argyll Park, 11 miles south of Dixon, CA off Hwy 113. All classes includ. ATV/Ody. Completely separate track for ATV/Ody. No conflict with MX. 30% trophs, 100% Pro pb. 1985 CMC license reqd. Gates open 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15 Jr and Int, $15 plus $5 park fee. Info 916/678-3592, 678-9956 or Martinez Racing 408/370-2590.

CMC CALIFORNIA MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. All classes. 30% troph. gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA MOTOCROSS
Porterville Raceway, Porterville, CA. All classes includ. OTHG. Gates open 7 am, prac 8, race 9. Entry $5 gate, $15 to race, $20 for Pros. Last round of Coca-Cola C'ship MX Series. Spinners M/C. Info 209/784-8335.

TEXAS ENDURO
Thurber, TX. 70 miles west of Fort Worth on I-20. All classes includ. beginners. Texas circuit pts. Riders meeting 7 am. Dance Sat. night. Entry $20 Pre, $25 post. Fort Worth-Dallas Trailblazers. Info 817/297-9646.

CALIFORNIA HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. All classes. 30% trophs. Entry $10, $15 Pro. Admission $5. Info 415/634-3328 or 634-6596.

MICHIGAN MOTOCROSS
Track is located off I-75 at Birch Run exit. Go east 6 miles to track. All MRA classes. Gates open 8 am, prac 10, race 11. Admission $5, sign-up $7. Special ATV track, not MX track. Info 517/871-3356.

AMA CALIFORNIA ENDURO
Elkins Flat, east of Placerville, CA. Follow arrows from Missouri Flat exit off Hwy 50 near Placerville. Forest course, 2 loops, 80 miles. Finisher pins, decals, trophs. All classes. 8 am key time. Entry $18 pre, $20 post, $6 per team. Polka Dots M/C. Info 916/677-2938 or 927-7866.

IDAHO MOTOCROSS
5 miles north of Sandpoint, ID on 95. Follow signs. All classes and 4 stroke, 3-wheelers, OT. NMA qualifier. Gates open 7 am, prac 9, race 10:15. Entry $3.50 gate, $12 rider, $18 Pro. 100% Pro pb. Brush Rats M/C. Info 208/263-5657.

TEXAS MOTOCROSS
Track is located off I-35 south to exit #127 (Natalia, FM 471). Stay on access road and go one block past stop sign. Take first right for ¾ mile to track. All MX and ATV classes. Trophies thru 5th, 150% Ex. pb. Entry $11 Sptsmn, $17.50 Ex. Kent Howerton Series. Info 512/681-1407.

WASHINGTON MOTOCROSS
Washougal National MX track, Washougal, WA. All AMA classes. 33% trophs, 100% Pro pb. Race all Washougal events and entry year-end jackpot. Spectator gate $5 adults, $3 senior citizens and 6-12 child. Under 6 free. Gates open 7 am, prac 8:30, race 10 am. Entry $13 (no gate fee). Pro 410, $4 gate. Info 206/892-5441.

CALIFORNIA POKER RUN
Biddle Park, 15 miles S.E. of San Luis Obispo. Grand Ave., exit east off #101, right on Lopez Dr. District 37 pts., finisher pins, trophs. Santa Maria style BBQ noon-2:30. Sign-in 9-11:30 am. Entry $12, $7 meal only. Info 805/543-1440.

CALIFORNIA ENDURO
Marked from Hwy 395 and Trona Rd. Not So Tuff-E-Nuff Enduro. All riders welcome. All riders go full distance. Starts 8 am. Entry $17 mail, $20 post. United Enduro Assoc. Info 714/739-5213.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blvd. to Jodphur Rd. All classes includ. 3-wheel. 33% trophs, 100% Pro pb. Gates open 8 am, prac 10:30, race 11:30. Alaska Motorcycle Racing Assn. Info 907/333-5033.

May 8

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 9

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

May 10

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. Espert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Mila, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

CALIFORNIA ½ MILE FLAT TRACK
Airport Raceway, Porterville, CA. All classes. 70% pb Experts. Gates open 5 pm, prac 6-7, races start 7:30. Entry $5 Nov. and Jr., $10 for Experts. Spinners M/C. Info 209/781-6341.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport 55 Frwy. Open 6pm-10. Free parking. 1000s of bikes, parts and accessories. Inter-Shows. 24 hour info 714/495-0515.

May 9-11

CALIFORNIA OFF—ROAD VEHICLE SYMPOSIUM
Anaheim Hyatt Hotel, Anaheim, CA. Symposium to determine the future of California's ORV (green stickie) program. Entry $85.00. Info 916/443-0450.

May 11

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt. to track. All classes, 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gates open 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, micro mini to open expert. Championship sereis points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

CALIFORNIA HALF MILE
Ascot Park, Gardena, CA. National C'ship 20-lap final on half-mile dirt track. 8th annual spring AMA/Camel Pro race. Qualify 6 pm, race 8. Advance tickets $14-$16 adults, $7-$8 child. Available at Ascot. Info 213/321-5323 or 213/480-3232.

CALIFORNIA SUPERBOWL OF MX
Los Angeles Memorial Coliseum, 3911 S. Figueroa St., Los Angeles, CA. Early entry 4 pm, rider prac 4 pm, regular gates open 6 pm, racing begins 8 pm. Miller High Life Superbowl of MX. Tickets on sale at Ticketron and Super Shops. Info 714/951-8848.

CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Wy. exit off Hwy 1. Monterey, CA. All classes. Trophs, 75% Pro pb. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn, $20 Pro. Info 408/449-7367.

TEXAS TT SCRAMBLE
Speedway Park, Corpus Christi, TX. All classes. Gates open 6 pm, entry 7:45, races start 8. Info 512/289-2861.

May 11-12

NEVADA GRAND PRIX
Virginia City, NV. All classes. $15,000 in prizes, contingencies and guaranteed cash awards. Riders must complete 50% of Sptsmn winner's laps for a finisher pin. Western States Racing Assoc. Info 702/322-8083 or 358-2407.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
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Mosier Valley MX Track, Euless, TX. All classes. Expert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
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May 12

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS

Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Buttonwillow, follow signs for 5 miles to track. 30% trophs. CMC license reqd. May be purchased at track. Gates open 7:30 am, prac 8, racing 9:30. Entry $13 Sptsmn, $15 Pro. Gate fee $5. Info 805/325-5537.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. 4-stroke C'ship and MX. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. Dunestown Series race. All classes. Entry $13 Sptsmn, $20 Pro mail, $15 Sptsmn, $25 Pro post. Memb. reqd. Info 213/830-7519.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph through 8th if 8 or more riders in class. Contingencies, $3030 purse paid by moto & overall. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. S. from Ft. Worth to Hardgrove Ln., east 2 miles, turn right immed. past bridge. All classes. Trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 if 15 riders (no open exp.). No pit riding or late prac. gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Gate $5, under 10 and over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler, TX. Exit 69 S. from I-20, 2 miles to CR 471, right 2 miles and turn left, follow signs. All classes, troph to 5th. 150% pb to Experts. Straight through program. Gates open all night. Prac 9 am, race 10:30. Gate $5.25, entry $10 Sptsmn, $20 Expert. Info 214/822-4215.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. Turn right. All classes. 30% trophs, Pro pb. Gate opens 6 pm, prac 7, race 8. Entry $15 Sptsmn, $20 Pro. Admission $5. Info 415/634-3328.

AMA/D-38 HARE SCRAMBLES
Imperial County, CA. The Whirl Tower, just west of Huff and Payne Rd. All classes includ. ATV, Ody and Quads. No open class pts, trophs only. No memb. reqd. Valid 1985 D-38 card reqd. for D-38 pts. Riders meeting 8 am, start 8:30. Info 619/427-5759.

FRA HOOK AND LADDER ENDURO
Lucerne Valley, CA. All classes includ. ATV. 20% trophs, FRA pts. 2 loops, 70 miles. Trophies, finisher pins. 8 am start. Entry $20 mail, $21 post, non-members add $2, call for special family discount. Beginners $17, one loop, no trophs. Info 714/777-2969.

MICHIGAN MOTOCROSS
Clifford, MI. Take M-24 north from Lapeer to Barner Rd and go east 10 miles to 8395 Gargill Rd. All MRA classes. Gates open 8 am, prac 10, race 11. Admission $5, sign-up $7. Info 313/678-2477 or 761-7694.

AMA INDIANA ENDURO
Roselawn, IN. AMA National Enduro C'ship series race. 125 mile Burr Oak National. Info 815/626-1293.

CALIFORNIA HARE SCRAMBLES
Teagle Wash, CA. Limed from Red Mtn. All classes includ. ATV. 2 X 35 mile loop. All ATV and Women Nov. go one loop. Start 10 am. Entry $16, all mothers free. Lost Coyotes/D-37/-AMA. Info 619/427-5759.

SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis exit 30, track beside Interstate. All classes includ. ATC. 33 1/3% Sptsmn trophs, 67% Pro pb. 33% of Pro entry towards pts. fund. BRA pts race, pts. awarded to all classes. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, 415 Pro, $3 extra for non-member. BRA. Info 605/923-1040.

CALIFORNIA TT AND ST
Lodi Cycle Bowl, Lodi, CA. All classes. Short track sign-up 9-10:30 am, prac 9, race 11. TT/Scrambles sign-up 9 am-12:30 pm, prac after ST race, about 1:30 pm. Admission $4 spectator, $10 Sptsmn, $13 Semi-Pros, $2 pit pass, child under 12 free. Info 209/368-7182 or 931-3722.

CALIFORNIA FUN RUN
Start at Adult Education School, 3100 Oak Park Blvd., Pleasant, CA. Limed off Hwy 680 to starting point. 50/50 drawing, 10 point event, door prizes, individual AMA and non AMA trophs, club trophs, metal pins. Rain or shine. Sign-in 9 am-11 am, entry fee $4. District 36. Info 916/364-7433 or 415/685-6864.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blvd., to Jodphur rd. All classes includ. 3-wheel. 33% trophs, 100% Pro pb. Gates open 8 am, sign-up 9, prac 10:30, race 12 noon. Entry $15 race, $13 gate. Alaska Motorcycle Racing Assn. Info 907/333-5033.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. All classes. Guaranteed Expert pb per moto. $2000 each race, 1-8th paid per moto only. Prac 7 am, race 8:45. Entry $20 pre, $25 post Sptsmn, $30 pre, $35 post Experts. Over 30 $20. Info 512/327-5259.

May 15

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 16

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

May 17

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. Espert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Mila, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

May 18

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes, 33% trophs to Sptsmn, cash to pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, micro mini to open expert. Championship sereis points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

SOUTH DAKOTA SHORT TRACK
Sturgis, SD. AMA Pro Am 250-500 Sptsmn classes, Minis and ATV. $500 Pro Am purse, cash in other classes. Gates open 5 pm, prac 6:30, race 8. Entry $15 Pro Am, $10 Sptsmn. Jackpine Gypsies M/C. Info 605/347-4243.

CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Casa Verde Way exit off Hwy 1, Monterey, CA. All classes includ. ATV/Ody. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn (trophs), $20 Pro (75% pb). R&D Ent. Info 408/449-7367.

May 18-19

CALIFORNIA VINTAGE ROAD RACING
Sears Point Raceway, Sonoma, CA. No support classes or F750 at this event. Registration and Tech at track only. Call for more info. 415/829-6091.

WASHINGTON MOTOCROSS SCHOOL
Washougal National Track, Washougal, WA. All Sptsmn and Pro welcome to Donnie "Holeshot" Hansen's MX School. Entry $55 one day, $100 for two day school. Info 805/252-2445.

NEVADA TRAIL RIDE
Henderson, NV. Organized trail ride by Casey Folks and Scot Harden. Nevada 200. Open for 50 entries. $60 entry fee includes room for two nights, two lunches, dinner Saturday night. Info 702/457-0343.

May 19

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gates open 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex pb. Gate 8 am, prac 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. All classes in morning, Int and Exp. in afternoon. Split schedule. Trophs thru 6, beginners thru 8th. $400 between 10 riders, $500 15 riders. Practice daily 9 am. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Entry $15, $5 gate. Info 817/540-3813 (Bill Law).

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 30% trophs to all classes. Cash pb to Pros, no cash pb to Vets. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

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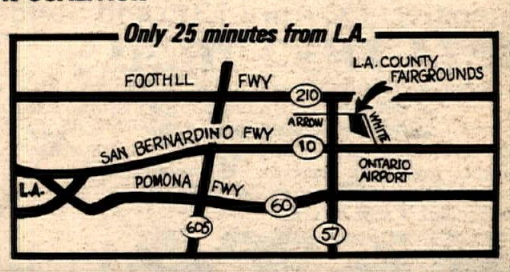

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Sunrise Cycle Park — 2nd/4th Sun. ea. mo.
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SWAPMEET
MOTORCYCLE
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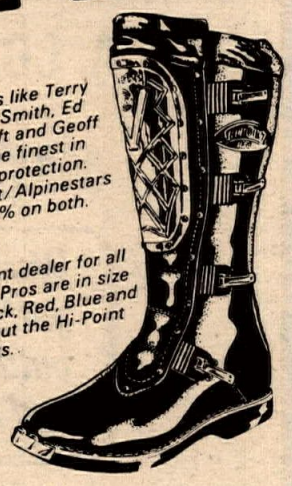
TERRY



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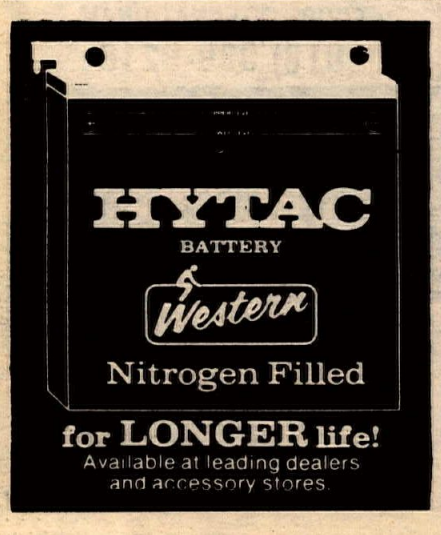

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TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule. Prac. 8 am, race 10. Int/Ex. race 1 pm. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 or 273-2336 .

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off, [illegible]es. Gates open 7, [illegible], race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

NO RACE THIS DATE

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Buttonwillow, follow signs for 5 miles to track. 30% trophs. CMC license reqd. May be purchased at track. Gates open 7:30 am, prac 8, racing 9:30. Entry $13 Sptsmn, $15 Pro. Gate fee $5. Info 805/325-5537.

SOUTH DAKOTA SHORT TRACK
Sturgis, SD. AMA Pro Am 250-500 Sptsmn classes, Minis and ATV. $500 Pro Am purse, cash in other classes. Gates open 12 noon, prac 1:30 pm, race 2. Entry $15 Pro Am, $10 Sptsmn. Jackpine Gypsies M/C. Info 605/347-4243.

WASHINGTON MOTOCROSS
Yakima County ORV Park, Yakima, WA. All classes. Sign-up 8 am, prac 9-10, racing starts 10:30. Entry 420 Pro, $12 Sptsmn. Info 509/248-1573.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Entry $15, $20 Pro. Info 415/634-3328 or 634-6596.

IDAHO HARE SCRAMBLES
Smelterville, ID. Eixt 48 on the airport side off I-90. All classes. Sign-up 9 am, racing starts 11. Entry $15, $10 for trail riders and beginners. Mountaineers M/C. Info 208/682-4386 or 556-6515.

CALIFORNIA MOTOCROSS
Lodi Cycle Bowl, Lodi, CA. All classes. 19th annual Archie Clark memorial. Sign-up 10-11 am, prac 10, race noon. Entry $10 Sptsmn, $13 Semi-Pro, $2 pit pass, $4 watch. Info 209/368-7182 or 931-3722.

CRC CALIFORNIA GRAN PRIX
Hungry Valley, CA. I-5. 25 miles north of Magic Mountain. Exit Hungry Valley Rd. 7 miles south of Gorman turn-off. DO NOT TAKE GORMAN TURN-OFF! Dunestown Series. All classes. Cash to Pros, 20% trophs, finisher pins. Each class race 45 minutes. MX, GP pts. Membership not reqd. Parade lap 8 am. Entry $20 Pro and Sptmsn mail, $25 Pro and Sptsm post. Info 213/830-7519.

NEVADA MOTOCROSS
Fernley Speedway Park, Fernley, NV. Info 702/972-8816 or 575-6034.

TEXAS MOTOCROSS
Waco Motocross Track, Waco, TX. Race #1307. Starts 9:30 am. Info 817/265-9596.

MRA COLORADO ROAD RACE
Second Creek Raceway, Denver, CO. Prod, Superbike, Formula classes. $1100 purse 1st-3rd 7 classes. Gate fee $5. Gates open 8 am, sign-in through 11:15, race 12:30 pm. Entry $25 1st, $10 each additional. Info 303/499-4434.

CALIFORNIA TT
Perris Raceway, Perris, CA. I-15 to Hwy 74, left for 8 miles, left on Ellis St., right on Burton to track. 4-strokes only. All classes. Short course for vintage and track bikes. Souvenir caps to all entries. Gates open 7 am, prac 8, race 9. Entry $16, minimum 2 heats. Dinosaur TT. Dirt Diggers. Info 213/829-1138.

CALIFORNIA SWAP MEET
Santa Ana Harley Davidson Motors, 2131 E. 1st St., Santa Ana, CA. Chili Cook Off and Swap Meet. $25 to sponsor a chili team, $15 for 10x10 swap meet space. Admission is free to the public. Vendors and cooks may set up at 8 am, open to public 9 am. Cash prize for first in cook off. Info 714/835-9141.

CRC CALIFORNIA ENDURO
Red Mtn, CA. All classes includ. special Beginner class and ATV. Tenderfoot Enduro. 2 loops, 8 am start. 20% trophs and finisher pins. CRC pts. Mail entry $20, $23 post. Non CRC members add $5. Info 714/689-6114.

SOUTH DAKOTA MOTOCROSS
Black Hills Speedway, Rapid City, SD. Track on Hwy 44, 1 mile east of Hwy 79. All classes includ. ATV. 33 1/3% Sptsmn trophs, 67% Pro pb. 33% of pro entry to pts fund. BRA pts awarded to all classes. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non members add $3. BRA. Info 605/923-1040.

MICHIGAN MOTOCROSS
Baja Acres, 1-75 to Birch Run exit and go east 6 miles to track. Millington, MI. All MRA classes. Gates open 8 am, prac 10, race 11. Entry $5 admission, $7 sign-up. Double pts race. Info 517/871-3356.

May 22

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print print **all** information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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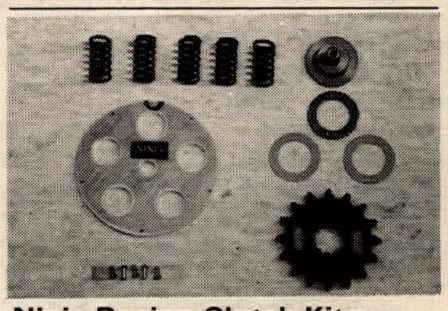

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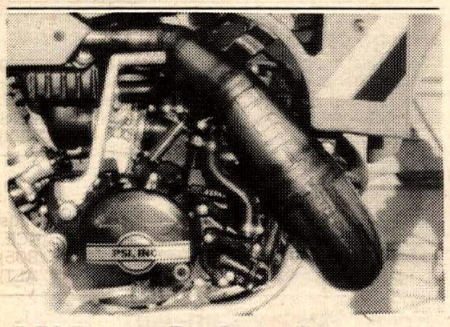

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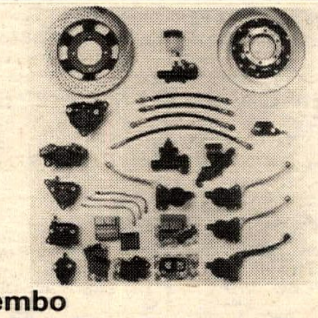

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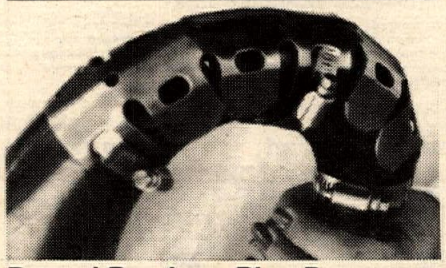

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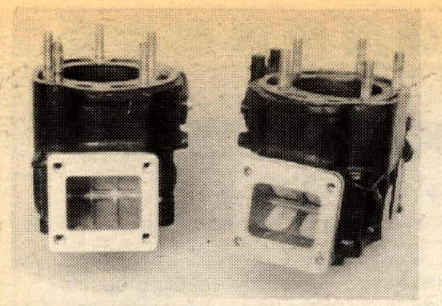

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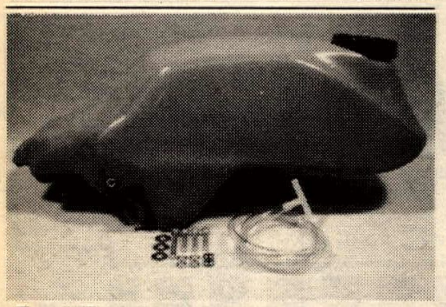
Excellent condition, lights, skidplate, Michelin tires, $1295. (415) 447-7705. (116/17)



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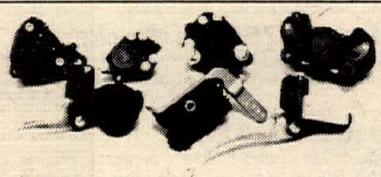

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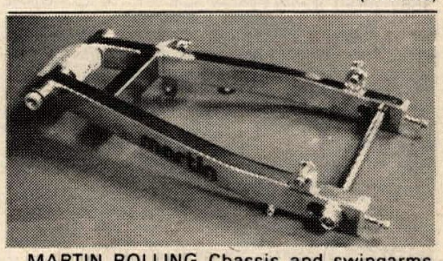

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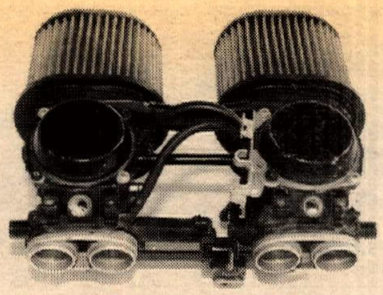

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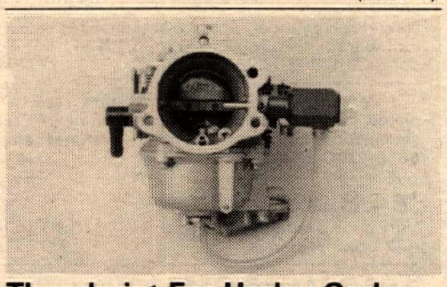

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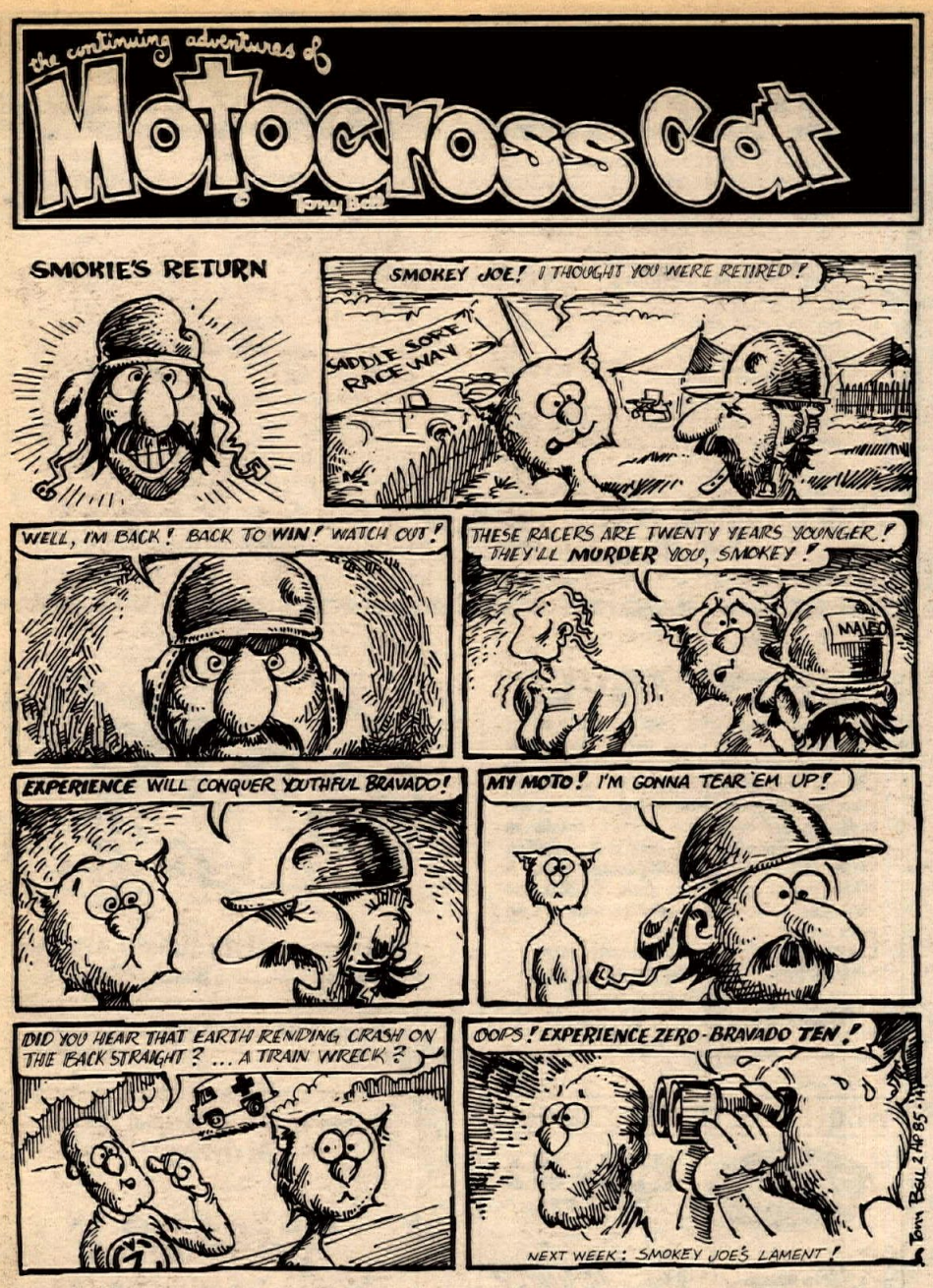

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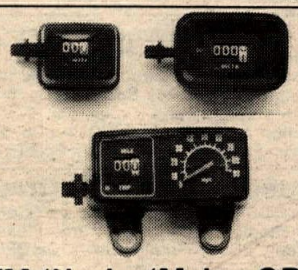

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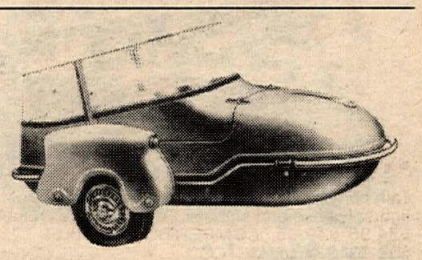

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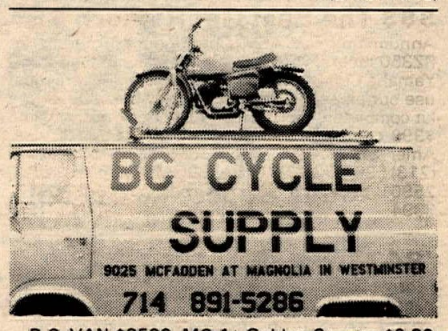

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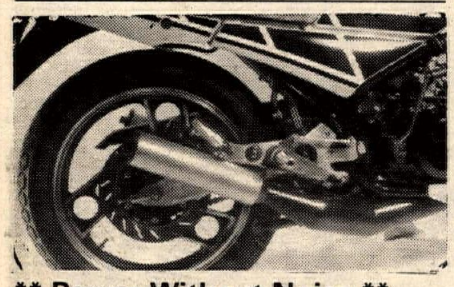

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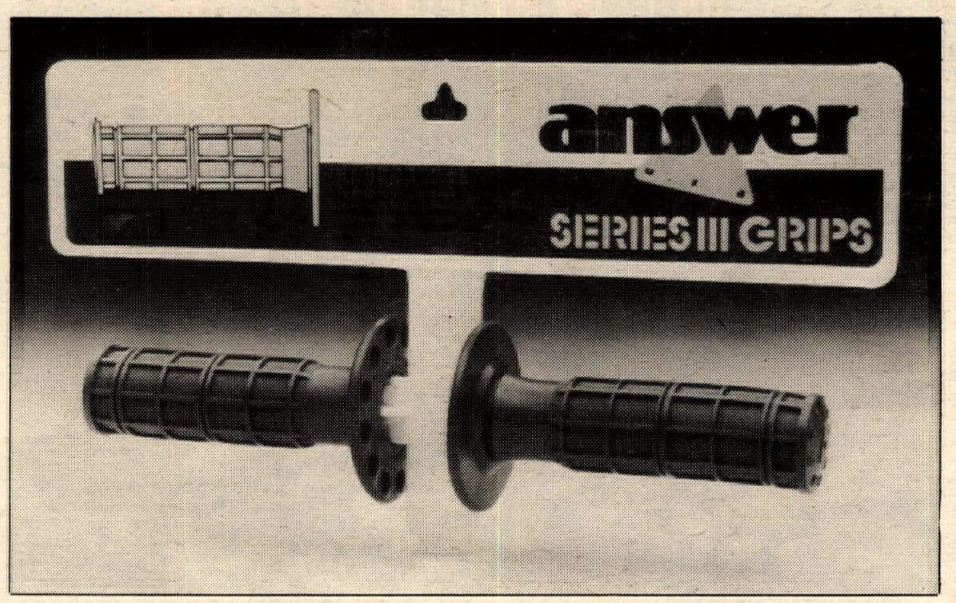

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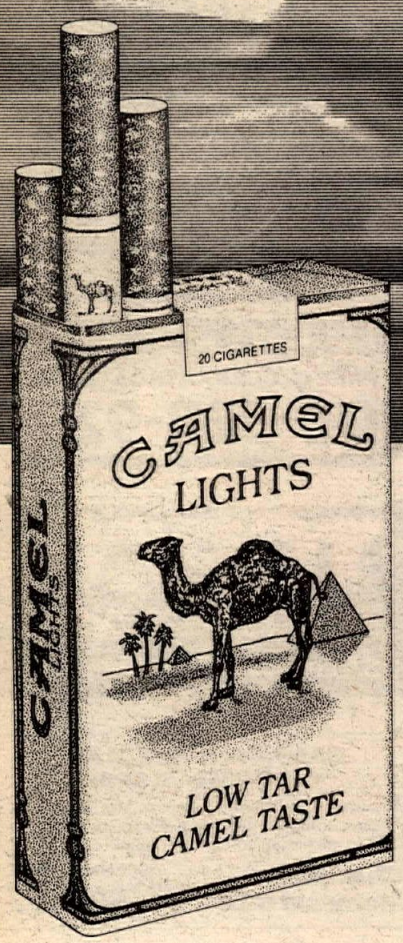

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